

First Draft

Comprehensive Land Use Plan



Comprehensive Land Use Plan

Fremont, North Carolina

Recommended for Adoption by the Town of Fremont Board of Aldermen
and Planning Board

Mayor: Darron Flowers

Mayor Pro-Tem: Joyce Artis

Town Administrator: D. Anthony Howell

Town Clerk: Shannon Daly

Billing and Collections Clerk: Vanessa Brooks

Finance Officer: Cathy Nichols

Board of Aldermen:

Beatrice Jones

Keith L. Spivey

Terry Futrelle

Leroy Ruffin

Annie Lewis

Fremont Planning Board:

Steven B. Hooks

John L. Pippin Jr.

Isaac Artis

Wayne Jackson

Beatrice Edmundson

Date Prepared:

May 2022

Prepared by:

MUNICIPAL ENGINEERING, INC.

68 Shipwash Drive
Garner, North Carolina 27529

By

Michael McAllister, M-ASCE

Principal Project Manager

Brianna Osborne

Engineering Technician

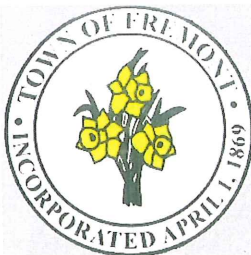


Table of Contents

| | |
|--|---|
| Section 1: Introduction | 1 |
| 1.1 Comprehensive Land Use Plan Process | 1 |
| 1.2 Planning Phases | 1 |
| Section 2: Goals and Objectives | 1 |
| 2.1 Growth and Development | 1 |
| 2.2 Land Use | 2 |
| 2.3 Transportation | 3 |
| 2.4 Appearance | 3 |
| 2.5 Utilities | 3 |
| 2.6 Community Services and Facilities | 3 |
| 2.7 Natural Environment | 3 |
| 2.8 Housing | 4 |
| 2.9 Community Health | 5 |
| 2.10 Implementation and Administration | 5 |
| Section 3: Future Land Use Map | 6 |
| 3.1 RA- Residential Agricultural | 6 |
| 3.2 R15- Single Family Residential | 6 |
| 3.3 R10- Residential District | 6 |
| 3.4 R6- Residential District | 6 |
| 3.5 MH- Mobile/Manufactured Home Park | 6 |
| 3.6 CB- Community Business District | 6 |
| 3.7 GB- General Business | 7 |
| 3.8 HB- Highway Business | 7 |
| 3.9 LI-Light Industrial Business | 7 |
| Section 4: Future Land Use Specific Focus Areas | 7 |
| 4.1 I-795/NC Hwy. 222 Interchange | 7 |
| 4.2 Downtown Business Area | 7 |
| 4.3 NC Hwy. 222 Corridor | 8 |
| 4.4 NC Hwy. 117 Corridor | 8 |

| | |
|--|-----------|
| 4.5 The Area within Extra-Territorial Jurisdiction (ETJ) | 8 |
| 4.6 Annexation | 8 |
| Appendix A: Inventory and Analysis | 9 |
| 1.0 Issues and concerns..... | 9 |
| 1.1 Sanitary Sewer Capacity | 9 |
| 1.2 Stormwater..... | 9 |
| 2.0 General Location and Description | 10 |
| 3.0 History of Fremont | 10 |
| 4.0 Leading Economic Indicators..... | 10 |
| 4.1 Employment | 10 |
| 4.2 Type of Employment | 11 |
| 4.3 Barriers to employment | 12 |
| 5.0 Retail trade | 12 |
| 6.0 Education | 13 |
| 6.1 Wayne Community College | 13 |
| 6.2 Wayne County Schools..... | 13 |
| 7.0 Community Health..... | 14 |
| 7.1 Goshen Medical Center | 14 |
| 7.2 Norwayne Alumni and Friends, Inc. | 14 |
| 8.0 Demographics | 14 |
| 8.1 Minority Populations..... | 14 |
| 8.2 Educational Attainment | 14 |
| 8.3 Income..... | 15 |
| 8.4 Demographic Conclusion..... | 16 |
| 9.0 Housing..... | 16 |
| 9.1 Affordable Housing..... | 16 |
| 9.2 Housing Assistance Programs..... | 16 |
| 10.0 General Population Characteristics..... | 16 |
| 10.1 Net Migration Rate | 16 |
| 10.2 Population Density | 17 |
| 10.3 Age Distribution..... | 17 |
| 10.4 Median Age | 17 |
| 10.5 Population by Race..... | 18 |

| | |
|---|----|
| 11.0 Planning Ordinances and regulations..... | 18 |
| 11.1 Existing Zoning Ordinance | 18 |
| 11.2 Subdivision Ordinance..... | 19 |
| 11.3 Noise Ordinance | 19 |
| 11.4 Video Sweepstakes Establishments/ Ordinances..... | 19 |
| 11.5 Building Code Enforcement..... | 20 |
| 12.0 Transportation..... | 20 |
| 12.1 Local Streets | 20 |
| 12.2 Major Highways..... | 20 |
| 12.3 Railroad | 20 |
| 12.4 Mass transit | 20 |
| 12.5 Aviation | 20 |
| 13.0 Parks and Recreation..... | 20 |
| 13.1 J.R Peel Park..... | 20 |
| 13.2 Main Street Park..... | 21 |
| 13.3 Martin Luther King Jr. Park..... | 22 |
| 14.0 Water Supply and Infrastructure..... | 23 |
| 14.1 Town of Fremont..... | 23 |
| 14.2 Belfast- Patetown Sanitary District | 24 |
| 14.3 Northwestern Wayne Sanitary District | 24 |
| 14.4 Asset Inventory Assessment (AIA)..... | 24 |
| 15.0 Sanitary Sewer Service | 25 |
| 15.1 Fremont Gravity Collection System..... | 25 |
| 15.2 Pump Stations | 25 |
| 15.3 Fremont Wastewater Treatment Facility (Sprayfield) | 26 |
| 15.4 City of Goldsboro..... | 26 |
| 15.5 Capacity | 27 |
| 15.6 Rates | 27 |
| 16.0 Electric Service | 27 |
| 16.1 Town of Fremont..... | 27 |
| 16.2 ElectriCities..... | 28 |
| 17. Storm Drainage..... | 28 |
| 17.1 General Drainage..... | 28 |

| | |
|---------------------------------|----|
| 17.2 Problem Areas | 28 |
| 17.3 Flooding/Floodplains | 28 |
| 17.4 Hydrology | 29 |
| 17.5 Wetlands | 29 |
| 17.6 Soils..... | 29 |
| Appendix B: Maps | 30 |
| 1.0 Current Zoning Map | 31 |
| 2.0 Future Land Use Map | 33 |
| 3.0 Fremont Vicinity Map | 34 |
| 4.0 Water Districts Map | 35 |
| 5.0 Floodplain Map..... | 36 |
| 6.0 Hydrology Map | 37 |
| 7.0 Wetlands Map | 38 |
| 8.0 Soils Map | 39 |
| 9.0 Election Map..... | 40 |

Section 1: Introduction

1.1 Comprehensive Land Use Plan Process

Municipal Engineering, Inc. is providing a Comprehensive Land Use Plan to the Town of Fremont, NC. The Land Use Plan is required by revisions to the North Carolina General Statutes, *Chapter 160D*, requiring that local governments with zoning ordinances units have an up-to-date comprehensive plan or land use plan by July 1, 2022. The Town must adopt this plan before July 1, 2022, to retain its zoning authority.

Municipal Engineering, Inc. is working with the Town of Fremont Board of Aldermen/Women, Planning Board, and Staff to prepare the comprehensive land-use plan. In cooperation with The Town, Municipal Engineering, Inc. will develop a written survey to identify concerns and other comments related to The Town of Fremont's land use and conduct no more than one public forum before presentation to the Board of Aldermen/Alderwomen. Upon completion of the draft report, Municipal Engineering, Inc. will present the plan to the Planning Board and Governing Board for review, comment and approval.

Municipal Engineering, Inc. will create and assemble the tables and maps required to convey the Land Use Plan to the public. Upon completion, Municipal Engineering, Inc. will provide The Town with 15 copies of the Land Use Plan and an Electronic (PDF) copy of the plan to post to The Town's website.

1.2 Planning Phases

The land-use planning process consists of two phases. The first phase is an analysis of the Town's current situation, including but not limited to historical data, demographics, economics, community health, and physical characteristics. This information was used to identify current and future trends.

Discussion with staff to identify the concerns and comments related to the Town of Fremont's land use. The conversations were used to develop goals, objectives, and strategies for the future growth of Fremont.

Section 2: Goals and Objectives

2.1 Growth and Development

The Town of Fremont has seen slow growth over the last few years. From 2015 to 2020, the population grew from 1147 people to 1247 people. This can be seen in Table 1: Past Population Growth, accompanied by *Figure 1: Past Population Growth*. The Town of Fremont's goal is to encourage population growth, obtain a more compact developed area, and reduce urban sprawl. To implement these strategies, Fremont will use this Comprehensive Land Use Plan as a guide in planning to expand community features and public facilities to serve the primary growth areas of the Town cost-effectively. Fremont will balance new and past growth by preserving historic areas of the Town during the development of new areas.

Table 1: Past Population Growth

| Population | Year |
|------------|------|
| 1354 | 2011 |
| 1232 | 2012 |
| 1241 | 2013 |
| 1271 | 2014 |
| 1147 | 2015 |
| 1060 | 2016 |
| 1258 | 2017 |
| 1196 | 2018 |
| 947 | 2019 |
| 1247 | 2020 |

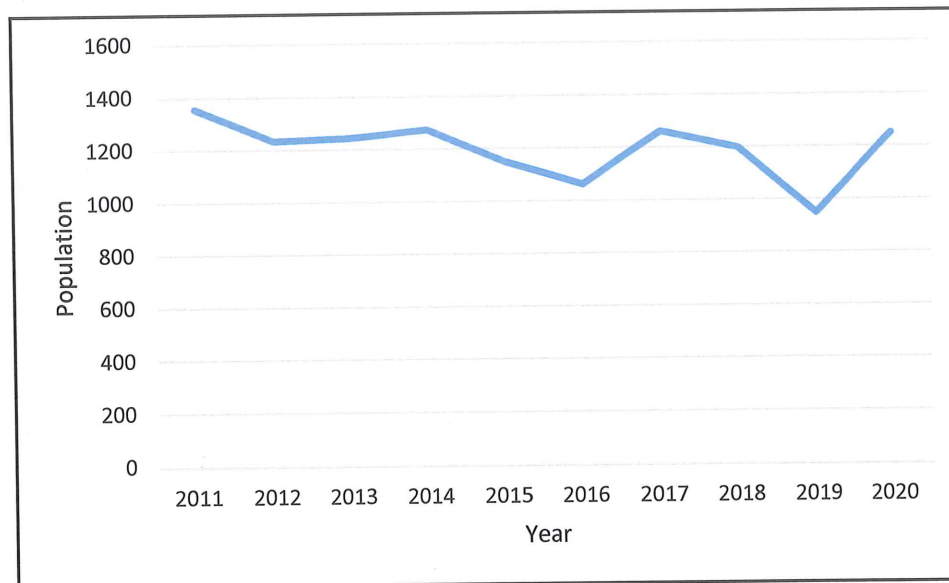


Figure 1: Past Population Growth

2.2 Land Use

Land use development goals have a large impact on the Town's growth and include residential and non-residential areas. It is crucial for the future of the Town to keep up with the proper zoning jurisdictions of newly developed lands to prevent conflict, and inappropriate land uses. For this reason, the Town has set a goal of keeping an orderly and effective land use development pattern. The completion of this goal will allow for various land uses while keeping growth and social concerns in mind. It will also maximize accessibility among the living, working, and shopping areas and promote high-quality development areas. The Comprehensive Plan will act as a guide for future land use planning and conflicts. It will help to avoid undesirable land uses and preserve prime locations.

2.3 Transportation

The primary mode of transportation for Fremont residents is road transportation using a personal automobile. Fremont has no bus stations, airports, or railroads that allow for passenger travel. Fremont's major highways include I-795, which intersects with NC Hwy 222. A major goal of transportation in Fremont is to provide adequate transportation options. Fremont can obtain this goal by continuing the construction of roads and highways and maintaining the quality of the existing roads. Adequate transportation should not be limited to travel by car but could also be extended to developing other options such as bus routes, railroads, and airports.

2.4 Appearance

Fremont consists of flat, fertile lands that allow for large forestry and agricultural business. This contributes greatly to the Town's appearance in contrast to the urban downtown and residential areas. Fremont's goal is to limit development that distracts from the communities' appearance and ensure that future development contributes to the aesthetic of a well-maintained town with lots of character and rich history. Fremont can obtain this goal by establishing design standards that identify significant points of the community and incorporate them into future development plans. Fremont can also obtain this goal by keeping roads, community features, and significant buildings clean and well maintained.

2.5 Utilities

The Town of Fremont provides its residents with water, sewer, garbage, recycling, and electric services. The goal is to provide consistent and good-quality utilities to its residents at a fair price. The Town can achieve this goal by keeping low utility rates and a well-maintained system. The Town will need to increase its sanitary sewer capacity for future population growth.

2.6 Community Services and Facilities

Fremont has facilities that provide recreational opportunities for its community. These include Churches, Libraries, and Parks. The Town's goal is to provide more recreational options for its residents and improve upon the ones it has. The improvements can be achieved by developing a long-term recreation plan that preserves natural resources and scenic areas that have recreational value.

2.7 Natural Environment

Fremont is located in the Neuse River basin. The majority of the Town is within Flood zone "X," an area with minimal flood hazards. 0.17 mi² of the Town is in flood zone "AE" which has a 1% chance of flood hazard conditions. Fremont consists of 38 types of soils. While some soils are suitable for development, some have development limitations. Fremont also has wetlands, swamps, and streams. These can be found using the US Fish and Wildlife Wetlands Mapper. Wetlands serve as important habitats for many plants, animals, and other wildlife. Fremont's goal is to protect water quality, significant natural features, and natural resources and protect floodplains from inappropriate development. This can be achieved by reducing soil erosion, Stormwater runoff, and sedimentation. It can also be achieved by maintaining an effective drainage system. For long-term results,

Fremont should utilize the mitigation actions recommended in the Wayne County Multi-Jurisdiction Hazard mitigation plan and regularly identify problem areas.

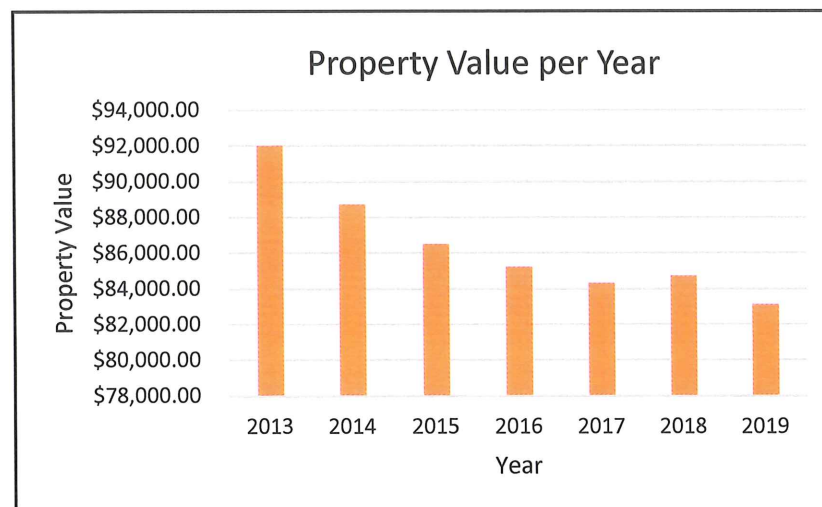
2.8 Housing

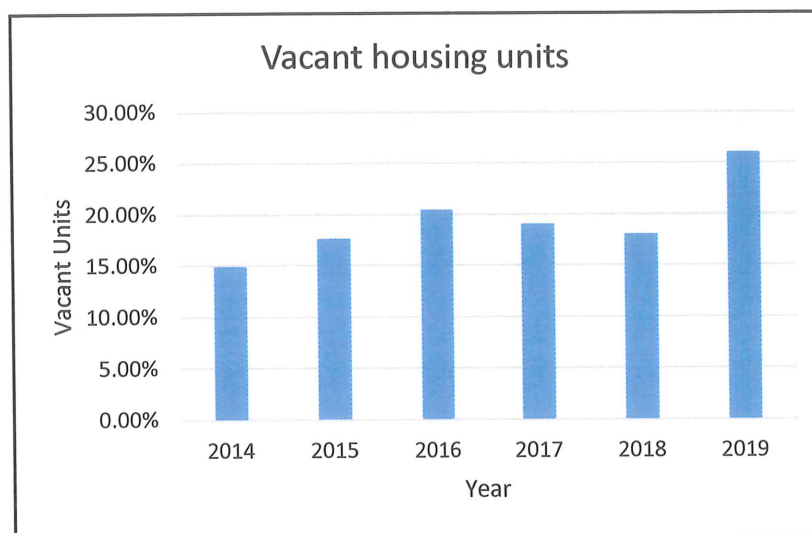
Median property values have been on a steady decline in Fremont, NC. In 2013 the median property value was \$92,000.00, and in 2019 the median property value was \$83,100.00. This can be seen in *Table 2: Median Property values*, accompanied by Figure 2: Median property Values. As property values decrease, the number of vacant houses increases. In 2014, 14.9% of properties in Fremont were vacant. In 2019, the percentage of vacant houses rose to 26%. This can be seen in *Table 3: Vacant Housing Units*, accompanied by Figure 3: Vacant Housing Units.

The goal for Fremont is to promote a range of affordable housing units to meet the needs of the existing community and the needs of the future generations to come. This can be achieved by adding and maintaining well-designed neighborhoods that provide a variety of housing types, densities, and price ranges and ensuring that housing meets all health and safety codes. It will also benefit the Town of Fremont to provide housing assistance programs to support low-income residents and the homeless.

| Median Property Value | |
|-----------------------|--------------|
| 2013 | \$ 92,000.00 |
| 2014 | \$ 88,700.00 |
| 2015 | \$ 86,500.00 |
| 2016 | \$ 85,200.00 |
| 2017 | \$ 84,300.00 |
| 2018 | \$ 84,700.00 |
| 2019 | \$ 83,100.00 |

| Vacant housing units | Year |
|----------------------|------|
| 14.90% | 2014 |
| 17.60% | 2015 |
| 20.40% | 2016 |
| 19.00% | 2017 |
| 18.00% | 2018 |
| 26.00% | 2019 |





2.9 Community Health

The health of Fremont's communities and residents is important for the Town as it strives to create a healthy environment for its people. The Town of Fremont is currently partnering with Wayne County as part of the "Get Real, Get Tested" campaign to provide Sexually Transmitted Disease (STD) testing. Fremont's goal for community health is to establish a vision to improve the overall health of the Town. This can be achieved by partnering with Wayne County for the STD program and other community health programs they may offer. Fremont can also put its own programs that are more specific to its own communities and target problems unique to Fremont.

The Economic Research Service of the US Department of Agriculture reported that in small towns and rural areas with limited food access, the lack of transportation and infrastructure is the most defining characteristic of a food desert. People in rural areas rely on small grocery stores or convenience stores with limited quantities of food. This makes it harder for people in these areas to have a healthy diet for an affordable price. Fremont does not have any large grocery stores. Food in Fremont can be found at convenience stores such as the Dollar General, the C-Store, or Joyner's Supermarket. Fremont also currently has no community gardens that could provide food. However, Norwayne Alumni & Friends, Inc. offers a regularly scheduled food bank to ensure those less fortunate can find nutritious food. A goal for The Town of Fremont is to create better access to food. This includes building more grocery stores and creating community garden programs to help provide food to the community.

2.10 Implementation and Administration

Implementation of the Comprehensive land Use Plan is important for the Town of Fremont. Not only does it need to be implemented, but also effectively used, monitored, and updated when needed. This plan aims to meet the Town's needs and its people. This will be achieved by holding public meetings and workshops to inform, educate, and solicit input from citizens, including the involvement of all citizen groups to receive a wide range of input and develop a review process to monitor the implementation of the comprehensive land-use plan for long term usage.

Section 3: Future Land Use Map

A future land use map is needed to show the land development patterns that govern the Town of Fremont. Fremont has nine (9) different zones, as listed below. The information for these zones was retrieved from the Town of Fremont Zoning Code Ordinance. A map of the existing Zoning areas can be seen in *Appendix B-Figure 1: Current Zoning Map*.

3.1 RA- Residential Agricultural

The purpose of this district shall be to create an area in which residential and agricultural uses can be compatibly mixed, achieving a healthful living environment for the residents of the district and at the same time preventing the development of blight and slum conditions. This district is limited to those agricultural sections of the jurisdictional area. Mixing such uses is necessary and desirable and imposes adequate controls to ensure that high-density residential development will not be detrimental to the neighborhood.

3.2 R15- Single Family Residential

The purpose of this district shall be to maintain a minimum lot size of 15,000 square feet and allow for single-family dwellings and other uses that would not be detrimental to this district to protect the property in this district from the depreciating effects of more densely developed residential uses.

3.3 R10- Residential District

This district shall provide a compatible mixture of single-family and two-family dwellings to ensure that development maintains the neighborhood's residential character.

3.4 R6- Residential District

This district shall provide an area where single-family dwellings on existing small lots can be compatible mixed with two-family and multi-family dwellings by requiring adequate controls to ensure that high-density residential development will not be detrimental to the neighborhood. Additional small development will be discouraged.

3.5 MH- Mobile/Manufactured Home Park

This district shall provide space for developing mobile/ manufactured home parks that incorporate good design to ensure a healthful living environment for its residents and the surrounding neighborhood. All mobile/manufactured home parks must comply with the provisions in §§ 154.120 et seq., mobile/ manufactured home park regulations.

3.6 CB- Community Business District

This district shall provide for the sustainable development of the Town of Fremont by facilitating interspersed; light impact business uses in proximity to residential neighborhoods. To maintain the solitude associated with living in a residential neighborhood and protect the health, safety, and welfare of nearby residents, businesses operating in the district shall limit their hours of operations. All businesses operating in the district shall not open to the public earlier than 6:00 a.m. and shall close no later than 10:00 p.m.

3.7 GB- General Business

The purpose of this district shall be to provide for, enhance, and protect shopping facilities in the General Business District

3.8 HB- Highway Business

The purpose of this district shall be to provide for and encourage the proper grouping and development of roadside uses that will best accommodate the needs of the motoring public, the reduction of highway congestion and hazard, and the minimization of blight.

3.9 LI-Light Industrial Business

The purpose of this district shall be to create and protect areas for industrial uses permitted in this district.

Section 4: Future Land Use Specific Focus Areas

4.1 I-795/NC Hwy. 222 Interchange

Interstate Highway 795 (I-795) was completed in 2006 and currently runs from US Hwy 264/I-587 to US Hwy 70 Business at Goldsboro. I-795 Highway was originally named US Hwy 117 By-pass. I-795 bypasses the Towns of Fremont, Pikeville, and Belfast, located along US Hwy 117.

The Town officials' agree that the property in proximity of the NC Hwy 222 – I-795 Interchange would be a very desirable location for a retail establishment geared to the traveling public, primarily fast-food restaurants, convenience stores, and gas stations. We believe the only impediment to attracting business to the area is the lack of sanitary sewer Service.

We expect to overcome this impediment within the next year by constructing a new sanitary sewer pump station to serve the new Fremont Elementary School.

4.2 Downtown Business Area

The Downtown Business Area is primarily on NC Hwy 222 (Main Street) from Goldsboro Street/Rail Road to approximately mid-block just before its intersection with Vance Street, transitioning back to residential.

The area also extends along Goldsboro Street from Main Street to South Street but extends further along Wilson Street to near Dickinson Street. The area is located on Sycamore Street from Main Street to Carolina Street.

The downtown has suffered in recent years as the population began to decline and multiple empty buildings. The Town may be seeing a renewed interest in the Town of Fremont via new residential development. Generally, when the residential population grows, it spurs new business development. We believe this will be the case, and it will improve downtown.

4.3 NC Hwy. 222 Corridor

The NC Hwy. 222 Corridor begins at the interchange of I-795 and NC Hwy. 222 and extends to the Town Limits near Milford Lane. The residential use continues down NC Hwy 222 to the Extra-Territorial Jurisdiction (ETJ).

The corridor transitions from residential to retail business downtown and back to residential. We expect the traffic to increase with the construction of the new elementary school near I-795, a new 80-lot single-family subdivision on NC Hwy 222 near Balance Road, and new development along Balance Road.

4.4 NC Hwy. 117 Corridor

The NC Hwy 117 Corridor runs along Hwy 117 and the Railroad and consists of Wilson Street on the west side of the Railroad and Goldsboro Street on the east side of the Railroad, south to Town Limits near East Jenkins Street.

The land use in the area transitions from residential to retail business to industrial uses and back to residential. There are some vacant properties within this area. Infill development in this area should proceed carefully to ensure the adjoining residential properties are buffered.

4.5 The Area within Extra-Territorial Jurisdiction (ETJ)

The majority of the land within the ETJ is currently for either residential or agricultural use. However, 2022 has brought renewed interest in Fremont, and we see residential development within the Town. In addition to the infill development, the Town has annexed approximately 45-acres near Balance Road and NC Hwy. 222 to build an 80-lot subdivision. At least two other developments want to annex into the Town Limits.

4.6 Annexation

The Town of Fremont has just annexed its first non-continuous piece of property that we are aware of. The property conveyed to the Wayne County School Board is approximately one-third within the corporate limits to two-thirds outside. An annexation petition will be forthcoming to include all the school property within the Town's Corporate Limit. It should be noted that the area within a non-contiguous (Satellite) annexation cannot exceed 10% of the contiguous corporate limit areas. (*See GS 160 A-58.1*)

It is recommended that the Board of Aldermen/women adopt an annexation policy in consultation with the Town Attorney if an extension of some or all of the utilities into an area will require annexation.

Appendix A: Inventory and Analysis

1.0 Issues and concerns

1.1 Sanitary Sewer Capacity

One of the more significant issues within the Town is sanitary sewer capacity. Currently, the Town either land applies the wastewater on the land application (spray field) or sends the sewage to Goldsboro. Inflow/infiltration (I/I) issues currently plague the Town and cause huge wastewater bills from the Town of Goldsboro. Excessive I/I during wet weather significantly impacts the Town's finances.

The Town of Fremont accepts wastewater from the Town of Eureka via two pump stations which discharge to the bar screen and the Hillandale pump station. The Hillandale station either conveys it to the facultative lagoons at the spray field or allows it to continue to the Goldsboro #1 station, which pumps to Goldsboro #2 pump station located at Norwayne School. The Goldsboro #2 pump station conveys the sewage to the City of Goldsboro, where it is metered and recorded by the City of Goldsboro and billed accordingly.

The lagoons and spray fields have a permitted treatment capacity of 91,629 gallons per day (avg.) (GPD). However, the average GPD that can be applied varies significantly between the winter and summer months. The difference, particularly during wet weather, can impact this bill greatly and thus impacts the financial condition of the water & sewer fund.

The Town has recently applied for approximately \$5,000,000 in Viable Unit Reserve Grants to rehabilitate the pump stations and a significant number of gravity sewer lines within the Town to address the current I/I issues; however, until the Town of Eureka, now under the control of NC. The local Government Commission agrees to repair their sewer collection system; much of the I/I issue will remain. While the I/I from the Town of Eureka can be billed and produce revenue, it diminishes sewer capacity allocation, inhibiting growth.

The Town of Fremont currently has a 300,000 GPD of treatment capacity allocated in the Goldsboro WWTP. Goldsboro is currently experiencing capacity issues due to the same issues as Fremont. We suspect that Goldsboro will be out of allocated capacity soon.

1.2 Stormwater

The Town receives frequent complaints about stormwater in various areas within the Town's jurisdiction. The North Carolina Department of Environmental Quality, Division of Water Infrastructure is beginning a new stormwater funding program in the summer of 2022. We recommend the Town apply for these funds to identify and fix the issues with the storm drainage.

2.0 General Location and Description

Fremont, NC, is part of the coastal plain and has a level to gently rolling uphill surface. The Town has an elevation of roughly 148' and has an area of 1.355 mi². Fremont was incorporated in 1869 and was named after John Fremont, an engineer with the Wilmington Weldon Railroad. It is at the intersection of US 117 Highway and NC 222 in the northern part of the County and adjoins Interstate 795.

3.0 History of Fremont

Fremont was first known as Nahunta back in the late 18th to early 19th century, when the city was nothing but dirt crossroads. The name "Nahunta" came from the Tuscarora nation, which inhabited the area and slowly built homes. Growth was slow, but residents could make a living by taking advantage of the vast fertile lands through forestry and agriculture. The slow growth of the Town had been attributed to the lack of transportation; the dirt roads made shipping very difficult. The Town saw a large change in 1840 when the Wilmington and Weldon Railroad was completed. At the time, the Railroad was the longest in the world, and it ran right through the center of Town. This increased the Town's popularity by making shipping easier and increasing the amount of trade.

The Town of Nahunta was officially incorporated on February 16, 1867, and two years later, on April 1, 1869, the Town's name was changed to Fremont. The Town was named after the Wilmington and Weldon Railroad superintendent, Sewell Lawrence Fremont. The Town reached its peak population of 1,800 in 1980. The Town's population had been on a steady decline, but with the addition of new highways and roads and the booming growth of North Carolina, There is hope for the Town to grow in population.

4.0 Leading Economic Indicators

4.1 Employment

According to their website, Fremont, NC, has 35 places of business. The employment rates have been on a steady incline over the past few years. This can be seen in *Table 3: Employment Rate*, accompanied by *Figure 3: Employment Rate*.

| Table 3: Employment Rate | |
|--------------------------|--------|
| 2014 | 38.10% |
| 2015 | 39.70% |
| 2016 | 41.70% |
| 2017 | 45.30% |
| 2018 | 49.60% |
| 2019 | 51.60% |

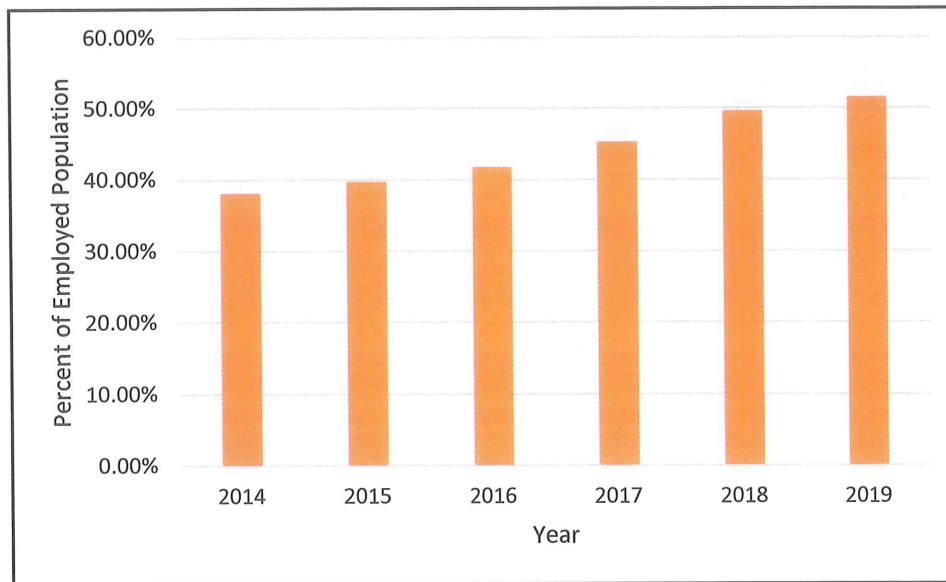


Figure 3: Employment Rate

4.2 Type of Employment

Fremont residents take part in many different industries and occupations. These can be seen in *Table 4: Employment by occupation* and *Table 5: Employment By industries*. The largest occupation is Sales, while the biggest industry is healthcare and social assistance.

| Table 4: Employment by Occupation | |
|--|--------|
| Sales | 15.20% |
| production occupations | 12.60% |
| Farm, Fishing, and forestry | 10% |
| Food Preparation and service | 6.29% |
| Installation, maintenance, and repair | 6.06% |
| Construction and extraction | 5.59% |
| Heath Technologists and technicians | 5.38% |
| Buildings and grounds cleaning and maintenance | 5.36% |
| Education instruction and library occupations | 4.90% |
| Personal care and service | 3.96% |
| Management Occupations | 3.73% |
| Office and administrative support | 3.50% |
| Healthcare support | 3.26% |
| Material Moving | 3.26% |
| Health Diagnosing an treating Practitioners | 3.26% |
| Architecture and Engineering Occupations | 2.33% |
| Transportation | 2.10% |
| Community and social service | 1.63% |
| Life, Physical, and social Science Occupations | 0.93% |
| Business and finance | 0.20% |

| Table 5: Employment by Industries | |
|---|-------|
| Healthcare and social assistance | 21.1% |
| Retail Trade | 15.4% |
| Manufacturing | 12.8% |
| Other except public admin | 11.0% |
| Agriculture, forestry, fishing, hunting | 10.0% |
| Utilities | 9.30% |
| educational services | 8.6% |
| construction | 5.6% |
| Wholesale trade | 4.0% |
| Public Admin | 4.0% |
| Finance and insurance | 3.0% |
| Accommodation and food service | 1.9% |
| Admin and support and waste management | 1.6% |

4.3 Barriers to employment

The Town of Fremont contains some small businesses and industries. However, most of the workforce commutes to Goldsboro or Wilson. Transportation is often a large barrier to employment in low-income communities, and Fremont's lack of public transportation hinders the employment rate from improving. Not only is there a lack of public transportation, but a lack of private transportation. Almost 10% of all occupied households in Fremont do not have a vehicle available, and almost 45% of households only have one vehicle.

5.0 Retail trade

The Town of Fremont is located nearly halfway between the Cities of Wilson and Goldsboro. Both have an abundant supply of statewide or national chain-type businesses and other establishments, i.e., home improvement stores, grocery stores, and chain restaurants. The only chain establishment within Town is the Speedway, a gas & convenience store, Dollar General, and Southern Bank & Trust. However, the Town is fortunate to have multiple locally owned popular eating establishments.

According to the Business directory found on the Town of Fremont website, the Town currently has the following categories of retail establishments:

- Pharmacy
- Convenience stores
- Barber Shop
- Local restaurants
- Cleaning Service
- Heating & Air
- Auto Sales
- Auto Repairs

- Dentist
- Pharmacy
- Physician
- Furniture
- Flower Shop
- Plumbing
- Local Supermarket
- Guitar Shop
- Bank

The Town of Fremont's goal is to attract additional businesses, preferably chain establishments, i.e., Sheetz, Bojangles, etc., to the Hwy 222/I-795 interchange.

6.0 Education

Fremont has one school within its corporate limits: Fremont Stars Elementary, which is scheduled to be replaced with a new elementary school with double the existing school's enrollment, with construction beginning this summer. The Town of Fremont provides sanitary sewer service to Norwayne Middle School, Northeast Elementary School, and Charles B. Aycock High School near the Town of Pikeville. These Schools are part of the Wayne County Schools. Fremont has no option for higher education. However, the Wayne County area does offer opportunities for higher learning at Wayne Community College and the University of Mount Olive.

6.1 Wayne Community College

Wayne Community College, located near Goldsboro, has been open for 60 years and offers more than 165 associate degrees, college transfer, diplomas, certificates, and continuing education programs. The school started in 1958 as the Goldsboro Industrial Education Center, providing vocational training for industry workers. Many Wayne Community College students transfer to four-year colleges while others seek employment. The college's campus is 156 acres in Goldsboro, NC, and contains more than 400,000 square feet of state-of-the-art classrooms, laboratories, offices, and a model child care center.

Currently, the school has a population of 2701 undergrad students, creating a 12:1 student to teacher ratio. The school's in-state tuition has remained at \$2,524.00 over the last five years. The North Carolina average tuition is \$3,540.00, making Wayne Community College \$1,016.00 less expensive than the North Carolina average.

6.2 Wayne County Schools

Wayne County Schools (WCPS) is comprised of 33 schools. There are 13 elementary schools, 9 middle schools, 9 high schools, and 2 alternative schools. 74% of Wayne County public school students plan to peruse higher education, and graduates of WCPS have earned \$16.1 million in College Aid. The schools have over 180 "Partners in Education" businesses and organizations. WCPS ranks 6th out of 115 LEAs in NC for its

career and technical education concentrators who earned silver or higher on the ACT assessment.

7.0 Community Health

7.1 Goshen Medical Center

Goshen Medical center is an urgent care center and medical clinic that strives to provide convenient access to healthcare for all people in their service area. They take appointments but also allow for walk-ins. The office is open Monday through Friday and closed on weekends.

7.2 Norwayne Alumni and Friends, Inc.

Norwayne Alumni and Friends, Inc. was founded in 1972 by graduates of Norwayne High School, from classes 1959 through 1970. When the school closed, the graduates united in the hope of providing scholarships to students in the area. Norwayne Alumni and Friends is a community-based and focused organization; dedicated to supporting and assisting students primarily in the Northern Wayne area in their pursuit of higher education. To date, they have provided funding for approximately 500 student scholarships. They offer annual and lifetime memberships and hope to increase membership annually by ten members.

Norwayne Alumni and Friends offers monthly clinics from the medical schools in eastern North Carolina, including dentistry and internal medicine for the underprivileged.

It should be noted that the Town of Fremont received a \$900,000 Community Development Block Grant (CDBG) covid relief grant to expand the building of the Norwayne Alumni Building. The expansion should allow the organization to expand the services such as medical and food assistance to the community. Construction of the new building should begin in the summer or early fall of 2022.

8.0 Demographics

8.1 Minority Populations

Fremont, NC, is 53.68% white, followed by 38.4 % African American and 7.9 % Hispanic or other nationality.

8.2 Educational Attainment

Fremont, NC, has a wide range of levels of education. Most of the Town's population is high school graduates. Fremont's educational attainment is below in *Figure 5: Educational Attainment*. The graph (*Figure 5*) indicates the population over 25 years old. Educational attainment correlates with the poverty rates in Fremont. In *Table 6: Poverty by Education*. There is a direct correlation between educational attainment and the poverty level within the Town.

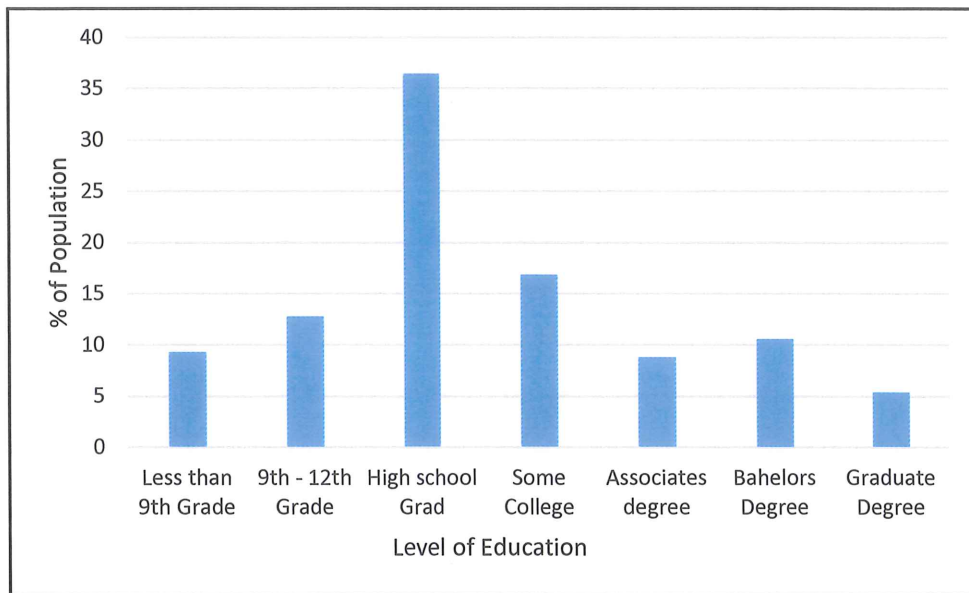


Figure 5: Educational Attainment

Table 6: Poverty by Education

| | |
|----------------------|--------|
| Less than 9th Grade | 47.34% |
| High school Graduate | 16.92% |
| Some college | 12.18% |
| Bachelors or greater | 0.00% |

8.3 Income

The Town of Fremont has seen a steady incline in Median household income over the past few years. In 2013 the median income was \$28,667.00, which is significantly less than the 2019 income of \$40,102.00. This data can be seen in *Table 7: Median Household Income*. Even with this incline, the median household income for Fremont is lower than The USA median income of \$65,712.00. The poverty level in Fremont has fluctuated over the years while generally decreasing. The poverty level for North Carolina in 2020 was 12.9%, while in Fremont, the poverty level was 22.6%, which is 9.7% Higher. The poverty percentage in Fremont over the last few years can be seen in *Figure 6: Poverty*. The poverty levels in Fremont also vary by race. Black or African Americans face the highest poverty levels at 76.2%, followed by whites at 21.1% and Hispanics at 2.7%.

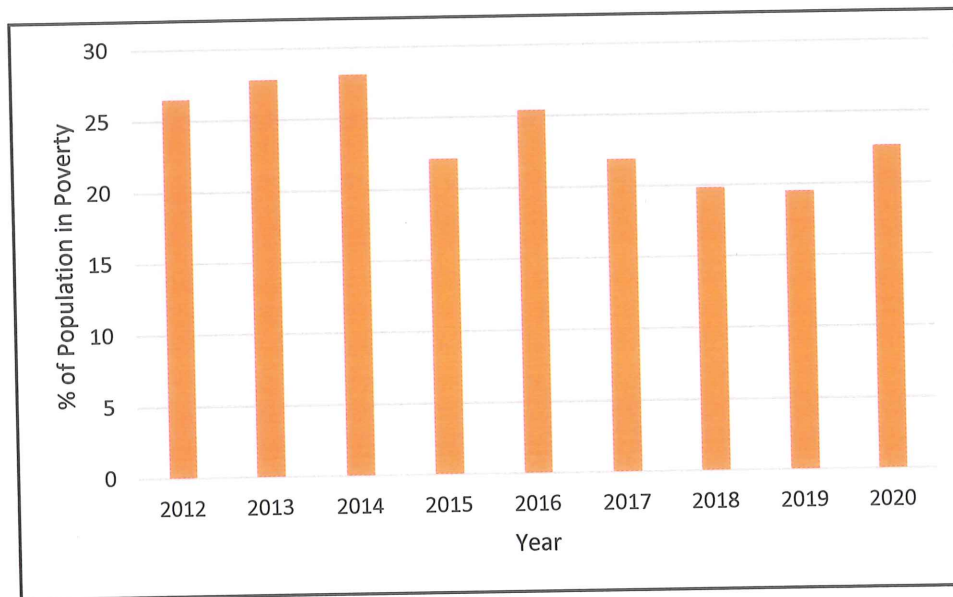


Figure 6: Poverty

8.4 Demographic Conclusion

The Town of Fremont has a diverse population of different races, education levels, and incomes.

9.0 Housing

9.1 Affordable Housing

Fremont offers a variety of affordable housing from mobile/manufactured homes, apartments, and duplexes. Out of the occupied housing units being rented, 38.6% have rent less than \$500.00, 40.4% have rent between \$500.00 and \$999.00, and only 21.1% have rent between \$1,000.00 and \$1,499.00. Houses in Fremont have become more affordable over the years due to the decline of the median property values. Fremont's land use ordinances provide adequate space for affordable housing with the specification of zone MH for mobile/manufactured homes.

However, it should be noted that beginning in the fall of 2021, the Town has seen a tremendous amount of single-family homes being constructed on many of the vacant lots throughout the Town's corporate limits.

9.2 Housing Assistance Programs

Fremont, NC, has privately owned subsidized housing units, Torhunta Apartments, available for low-income families.

10.0 General Population Characteristics

10.1 Net Migration Rate

In Fremont, 13.6% of the population has moved since the previous year. The migration of the population can be seen in *Table 7: Migration*.

Table 7: Migration

| | |
|--------------------------|-----|
| Same house as a year ago | 86% |
| From the same County | 10% |
| From a different county | 3% |
| From a different state | 0% |
| From Abroad | 0% |

10.2 Population Density

Fremont is 1.355 square miles, with a population being 1247 people, and the population density is 920.3 people per square mile. This is very dense compared to the population density of North Carolina, which is 196 people per square mile. This is also dense compared to Wayne County, with 222 people per square mile.

10.3 Age Distribution

Fremont's population has a large senior population, with 37% over 60. Over half of the population is above 50 years of age. The data can be seen in *Figure 7: Age Distribution*.

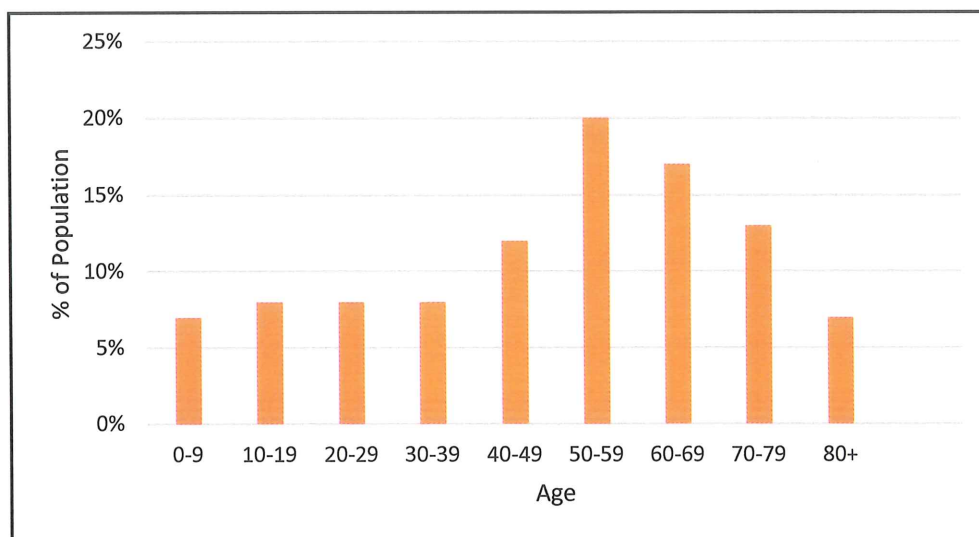


Figure 7: Age Distribution

10.4 Median Age

The median age of Fremont has gradually increased over the years. In 2019 the median age in Fremont was 53.7 years of age. The median age for North Carolina is 38.7 years of age, 15 years younger than Fremont. The median age of Wayne County is 37.8 years of age. Almost one year younger than the median age of NC. The data for Fremont can be seen in *Figure 8: Median age per year*.

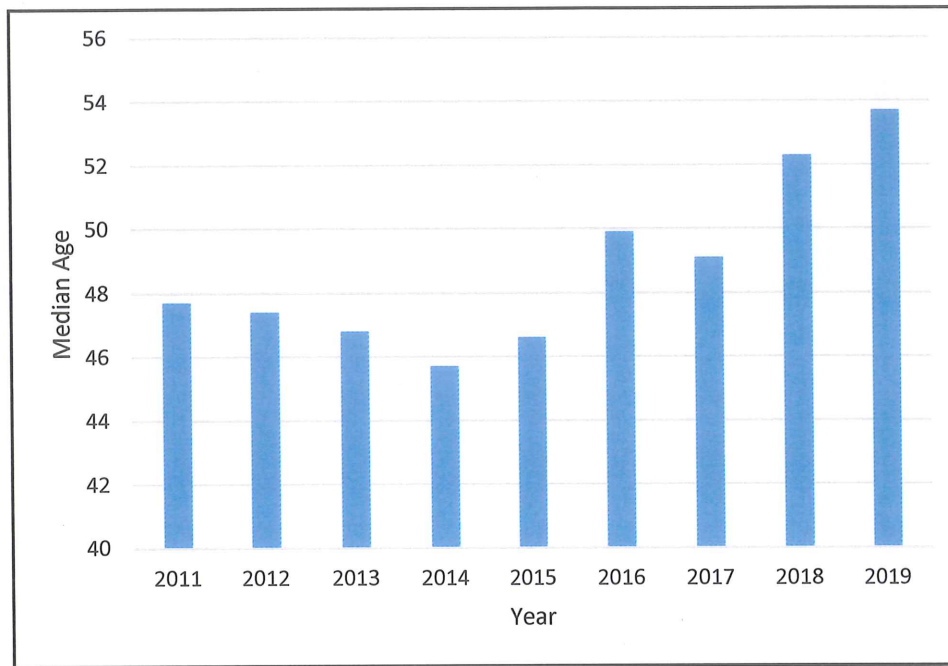


Figure 8: Median Age by Year

10.5 Population by Race

Fremont's 2019 population by race can be seen in Table 8: Population by Race.

Table 8: Population by Race

| Race and Ethnicity | Percent | Population number |
|---------------------------|---------|-------------------|
| White | 60.80% | 576 |
| Black or African American | 34.40% | 326 |
| Hispanic | 3.38% | 32 |
| Other | 1.37% | 13 |
| | | 947 |

11.0 Planning Ordinances and regulations

The Fremont Planning Board develops and recommends policies, ordinances, administrative procedures, and other means for carrying out plans that the Board of Aldermen may direct. The Board conducts studies of the area within its jurisdiction and surrounding areas to determine objectives to be sought in the development study area and prepare and adopt plans for achieving these objectives.

11.1 Existing Zoning Ordinance

The Town of Fremont has established a comprehensive zoning code following the North Carolina General Statute 160D. The purpose of the existing zoning ordinance is to accomplish a coordinated, balanced, and harmonious development of the land within the corporate limits and the extraterritorial jurisdiction of the Town in a manner which will best promote the health, safety, morals, convenience, order, prosperity, and general welfare of the people, as well as to provide for efficiency and economy in the process of

development: to make adequate provisions for traffic; to secure safety from fire, panic, and other hazards; to provide for light and air; to prevent the overcrowding of land; to avoid undue concentration of population; to facilitate the adequate provision of transportation, water, sewerage, schools, parks, and other public requirements; to promote desirable living conditions and the sustained stability of neighborhoods, and to protect property against blight and depreciation.

The Town adopted an official zoning map containing all locations and boundaries of each zoning district. The land use ordinance governs the use of land and buildings, the height of buildings, building site areas, sizes of yards around buildings, and other matters within the boundaries of each district on the Zoning Map.

11.2 Subdivision Ordinance

The Town of Fremont has established regulations that govern the procedures and standards for the development and subdivisions of land within the territorial jurisdiction of the Town. It is further designed to provide for the orderly growth and development of the Town; for the coordination of streets and highways within proposed subdivisions with existing or planned streets and highways and with other public facilities, and for the dedication or reservation of recreation areas serving residents of the immediate neighborhood within the subdivision and rights-of-way or easements for street and utility purposes; and for the distribution of population and traffic in a manner that will avoid congestion and overcrowding and will create conditions essential to public health, safety, and the general welfare. This chapter is designed to facilitate further adequate provisions of water, sewerage, parks, schools, and playgrounds and facilitate the further re-subdivision of larger tracts into smaller parcels of land.

11.3 Noise Ordinance

Fremont's noise ordinances state that "it should be unlawful for any person, firm, or corporation to create or assist in creating, permit, continue, or permit the continuance of any unreasonably loud, disturbing, and unnecessary noise in the Town. Noise of such character, intensity, and duration as to be detrimental to the life or health of any individual is prohibited". The acts outlined in the noise ordinance are declared loud, disturbing, and unnecessary noise in violation of this chapter but shall not be deemed exclusive. These acts include: blowing horns, gongs, and sirens, musical instruments, use of vehicles, blowing whistles, exhaust discharge, devices using compressed air, excessive noises near churches, excessive noises near public institutions, building operations, sounding bells, loading and unloading operations, noises to attract attention, loudspeakers or amplifiers on vehicles, garages and filling station operations, combustible substances, and loud noises created by steam."

11.4 Video Sweepstakes Establishments/ Ordinances

The Town of Fremont does not currently have a Video Sweepstakes Establishment ordinance but uses the Wayne County Ordinance as an enforcement tool. It is recommended that the Town adopt an ordinance to regulate the location of these establishments, preferably far away from residential areas, churches, and schools.

11.5 Building Code Enforcement

The Town of Fremont adopted its building code in 1987 and has since revised sections as recently as 2018. The building code outlines the protocol for building inspectors, proper property numbering, and fire limits. Wayne County currently handles building code enforcement for the Town of Fremont.

12.0 Transportation

12.1 Local Streets

Fremont's Ordinances govern local streets, sidewalks, and traffic patterns. These ordinances outline how the roads are constructed, used, and maintained.

12.2 Major Highways

The main highways in Fremont, NC, are US 117 and NC 222. I-795 is the closest interstate highway on the outskirts of Fremont, intersecting with NC 222. The roadways mentioned above are maintained by the North Carolina Department of Transportation (NCDOT)

12.3 Railroad

Currently, the Railroad that runs north and south belongs to North Carolina Railroad Company (NCR). The Railroad does not carry passengers but is important because of the trade it supplies to the Town. In addition to the mainline that runs through Fremont, the Railroad partners with Norfolk Southern, CSX, NC Department of Transportation, and Amtrak, which provides transportation to many other cities in North Carolina, Virginia, and South Carolina.

12.4 Mass transit

Fremont currently has no mass transit system available to its citizens. Like most smaller communities, it is not cost-effective to provide this service to the citizens.

12.5 Aviation

Fremont has no airports, but there is an airport nearby in Wayne County. The Wayne Executive Jetport, formerly known as the Goldsboro-Wayne Municipal Airport. The airport offers freight handling services and overnight and long-term aircraft hangar facilities. The airport contributes more than \$58 Million in economic benefits to the surrounding area. The Town of Fremont currently accepts the sanitary sewer from the Jetport.

13.0 Parks and Recreation

13.1 J.R Peel Park

This park includes Horseshoe posts, Basketball courts, swings, a grass tennis court, a disk golf basket, a softball field, and a little league baseball field. Jr. Pelee Pak is located in a residential part of the Town off of North Pine Street. *Figure 9* shows the park's location, and *Figure 10* shows the sign at the park entrance.

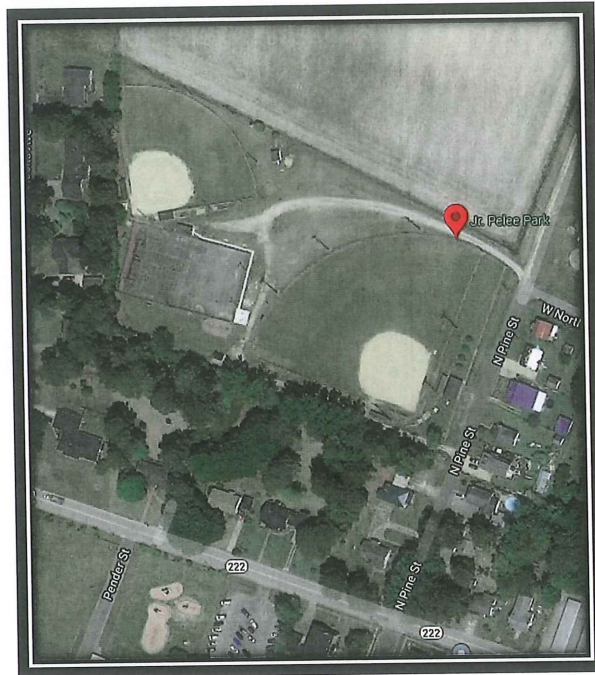


Figure 9: Park Location



Figure 10: Park sign

13.2 Main Street Park

This mini-park is a small playground located off East Main Street across from the Town Hall. *Figure 11* shows the park location, and *Figure 12* shows the street view of the park.



Figure 11: Park Location



Figure 12: Park Street View

13.3 Martin Luther King Jr. Park

The mini-park is located at Balance road and Chestnut Street. It includes a playground with swings, a slide, a carousel, monkey bars, a see-saw, and an open field area. *Figure 13* shows the park location, and *Figure 14* shows the street view of the park.

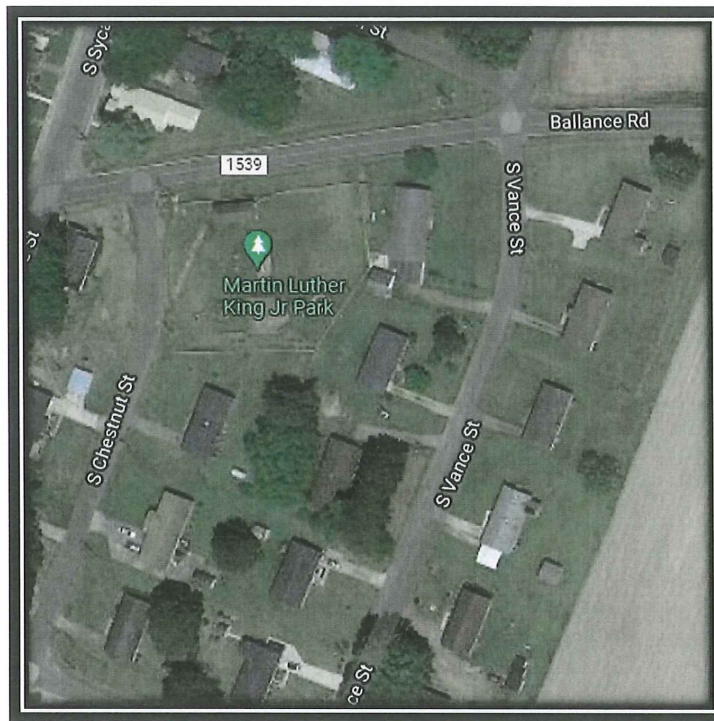


Figure 13: Park Location



Figure 14: Street View

14.0 Water Supply and Infrastructure

The Town of Fremont has three water service districts: Fremont District, Northwestern Wayne District, and Belfast- Patetown District. These Districts can be seen in *Appendix B: Map 4- Water Districts*

14.1 Town of Fremont

The Town of Fremont has an estimated 20 miles of distribution system lines. *Table 9* shows the types of lines, size, and % of lines in the system.

Table 9: Distribution System Lines

| Line Type | Size range (inches) | Estimated % of lines |
|--------------------|---------------------|----------------------|
| Asbestos Cement | 6 | 0.10% |
| Cast Iron | 2 to 10 | 36.49% |
| Galvanized Iron | 1 to 2 | 0.10% |
| Polyvinyl Chloride | 2 to 12 | 63.31% |

The Town has 0.3 MG of water storage capacity and interconnection with other water districts capable of providing water in an emergency. In 2020, the Town had 795 metered connections, of which 716 were residential, and 79 were commercial. The Town's metered average daily use for its residential customers is 0.1070 MGD. The Town's metered average daily use for commercial customers is 0.008 MGD. The Town did not have industrial or institutional metered water connections. The Town sells water to the Town of Pikeville. In 2020, Fremont sold Pikeville an average of 0.0459 MGD through a two-inch pipe. The Town buys water from the Wayne Water District. In 2020 Fremont's average daily purchase was 0.1707 MGD through 8-inch and 12-inch pipes. The contract between Fremont and the Wayne Water district lasts until 2035 and is recurring unless modified by mutual agreement.

14.2 Belfast- Patetown Sanitary District

The Belfast-Patetown Sanitary District serves the northeastern quadrant of Wayne County, from the Town of Fremont to the Wayne/Wilson and Wayne/Greene County lines. The majority of the water purchased by the Town of Fremont is from the Belfast-Patetown District, which operates as Wayne Water Districts.

14.3 Northwestern Wayne Sanitary District

The Northwestern Wayne Sanitary District extends from the western side of the Town of Fremont to the Wayne/Wilson and Wayne/Johnston County lines. It serves the area located in the northwestern quadrant of Wayne County.

14.4 Asset Inventory Assessment (AIA)

The Town of Fremont was recently awarded a water system Asset Inventory and Assessment (AIA) Grant by the North Carolina Department of Environmental Quality (NCDEQ) Division of Water Infrastructure (DWI) – Viable Unit Reserve (VUR) program. The total grant amount will be \$150,000 for water and \$150,000 for sewer; The Town intends to use these funds to develop a hydraulic model of its water system, conduct a desktop assessment of the water system, create a GIS mapping system, and update the Town's current 2020-2030 Capital Improvements Plan. Additionally, the information collected and subsequent report will be provided to assist the Lead Applicant (when determined) in preparing the Merger Regionalization and Rate Studies by the identified Regional Partners.

15.0 Sanitary Sewer Service

Fremont has 652 sanitary sewer connections, and 88 homes are connected with an onsite septic system. The Town has two wastewater interconnections. The Town is on the receiving end of the Wayne Water District with a contracted maximum of 0.2 MGD. Fremont discharges part of its wastewater to the City of Goldsboro, contracted for a maximum of 0.3 MGD.

15.1 Fremont Gravity Collection System

The Town of Fremont owns and maintains approximately 20-miles of gravity sanitary sewer lines, 45-miles of force main, ten pump stations, and a facultative lagoon and spray irrigation treatment system. The current system serves the Town of Fremont and four schools, the airport, and the Town of Eureka. The Town's current pump stations and force mains are spread across approximately 16-miles from the Town of Eureka to the City of Goldsboro. The average flow is 118,000 from the overall collection system. Flow can be sent to either the Town's treatment lagoon and spray field or the City of Goldsboro collection system when the Town cannot land apply. The Town of Fremont Asset Management Plan and Capital Improvement Plan for the Wastewater Treatment and Collection System for the Years 2020-2040 was presented and adopted by the Board of Commissioners for the Town of Fremont in March 2020. Municipal Engineering, Inc. will begin the Asset Inventory Assessment (AIA) for the water and sewer distribution and collection systems beginning in the summer of 2022. The AIA is more comprehensive than the Asset Management Plan, and part of the plan will include an updated Capital Improvement Plan.

15.2 Pump Stations

The Town of Fremont currently operates ten (10) sanitary sewer pump stations, not including the spray irrigation pumps at the wastewater treatment facility. The table below lists the various pump stations, capacity, and locations.

| Town of Fremont Sewer Collection Pump Station List | | | | | |
|--|----------------------------|--------------|-------------------|-------------------------------------|----------|
| Pump Station Name | Location | Alarm Type | Pump Reliability* | Reliability Source | Capacity |
| Goldsboro No. 1 | N.E. Hillandale Dr. | Auto- Dialer | Yes | Generator/ Auto- Transfer | 500 GPM |
| Fremont No. 1 | N.E. Hillandale Dr. | Auto- Dialer | Yes | Generator/ Auto- Transfer | 500 GPM |
| Fremont No. 2 | 924 S. Golsboro St. | Auto- Dialer | Yes | Portable Generator/ Manual Transfer | 80 GPM |
| Fremont No. 3 | 604 S. Goldsboro St. | Auto- Dialer | Yes | Generator/ Auto- Transfer | 180 GPM |
| Fremont No. 4 | 500 S. Pine St. | Auto- Dialer | Yes | Portable Generator/ Manual Transfer | 80 GPM |
| Fremont No. 5 | 401 Brickyard Rd. | Auto- Dialer | Yes | Portable Generator/ Manual Transfer | 80 GPM |
| Fremont No. 6 | 302 S. Memorial Church Rd. | Auto- Dialer | Yes | Portable Generator/ Manual Transfer | 80 GPM |
| Fremont No. 7 | 604 New Daniels Church Rd. | Auto- Dialer | Yes | Portable Generator/ Manual Transfer | 80 GPM |
| Eureka No. 1 | 1019 Stan-Ray Rd. | Auto- Dialer | Yes | Generator/ Auto- Transfer | 500 GPM |
| Eureka No. 1 | 1325 NC 222 E. | Auto- Dialer | Yes | Generator/ Auto- Transfer | 500 GPM |
| Goldsboro No. 1 | 1428 Norwayne School Road. | Auto- Dialer | Yes | Generator/ Auto- Transfer | 750 GPM |

* Duplex Station will pump peak capacity with one pump out of service

Two (2) additional pump stations are planned for the Town within the next 12-months. The first is a new station to serve the new elementary school near I-795. The second station will be located at the rear of the proposed Fremont Meadows subdivision, near NC Hwy. 222 east of Town to serve the new residential development.

15.3 Fremont Wastewater Treatment Facility (Sprayfield)

The Town of Fremont owns and operates a 91,629 gallon a day (GPD) wastewater treatment and irrigation facility consisting of the rehabilitation and subsequent operation of the existing dual treatment lagoons. Lagoon #1 is 1.11 Million gallons (MG), and lagoon #2 is 10.5 MG, both of which have an HDPE liner. The Town also operates post chlorination facilities, a flow measuring device, dual 210 GPM irrigation pumps, 23,450 LF of spray irrigation laterals, a 3.19-acre spray irrigation area, and all associated piping valves control appurtenances.

The Spray irrigation area has fourteen (14) fields and four (4) monitoring wells. Information for the fields can be seen in the table below.

| IRRIGATION AREA INFORMATION | | | | | | |
|-----------------------------|-----------------|--------|------------|-------------|-------------|----------------------|
| Field | Owner | County | Latitude | Longitude | Net Acreage | Dominant Soil Series |
| 1 | Town of Fremont | Wayne | 35.545264° | -77.958323° | 2.28 | Aycock |
| 2 | Town of Fremont | Wayne | 35.544596° | -77.958061° | 3.19 | Aycock |
| 3 | Town of Fremont | Wayne | 35.543828° | -77.958085° | 1.88 | Aycock |
| 4 | Town of Fremont | Wayne | 35.542973° | -77.958011° | 2.29 | Aycock |
| 5 | Town of Fremont | Wayne | 35.542135° | -77.958023° | 2.14 | Nahunta |
| 6 | Town of Fremont | Wayne | 35.545401° | -77.955713° | 2.27 | Aycock |
| 7 | Town of Fremont | Wayne | 35.544934° | -77.955877° | 2.50 | Exum |
| 8 | Town of Fremont | Wayne | 35.544453° | -77.956105° | 2.39 | Exum |
| 9 | Town of Fremont | Wayne | 35.543791° | -77.956808° | 1.85 | Exum |
| 10 | Town of Fremont | Wayne | 35.543977° | -77.955124° | 2.93 | Ruston |
| 11 | Town of Fremont | Wayne | 35.543191° | -77.956658° | 2.5 | Exum |
| 12 | Town of Fremont | Wayne | 35.542997° | -77.954773° | 2.6 | Exum |
| 13 | Town of Fremont | Wayne | 35.542488° | -77.956309° | 2.64 | Exum |
| 14 | Town of Fremont | Wayne | 35.541356° | -77.956728° | .44 | Nahunta |
| Totals | | | | | 31.9 | |

It should be noted that some of the irrigation areas are not available for land application during the winter months.

15.4 City of Goldsboro

The City of Goldsboro has an estimated 274 miles of distribution system lines ranging from 2 to 20 inches in diameter. Goldsboro has 11,663 sewer connections and no service connections with septic systems. The Town, as of 2020, has no plans to build or expand wastewater treatment facilities within the next 10 years. The Town has a wastewater interconnection with four different systems, including Fremont. Goldsboro receives an average daily amount of 0.28 MGD from Fremont and is contracted for a maximum of 0.3 MGD.

15.5 Capacity

The City of Goldsboro Wastewater Treatment Facility is currently permitted for 14.2 MGD, with an average daily flow for 2021 of 11.34 MGD or 79.8% of its permitted capacity. The North Carolina Administrative Code states that the Director of Water Resources may place a facility under a moratorium once the hydraulic flow reaches 80% of the permitted capacity. Due to the financial situation in Goldsboro, it is anticipated that the facility will not expand its capacity in the near term.

15.6 Rates

The rates for Fremont's sewer service are as follows:

Town of Fremont Water or Sewer Service Deposits

- Residential Water or Sewer Service **\$50.00**
- Small Commercial Water or Sewer Service **\$60.00**
- Large Commercial Water or Sewer Service **\$90.00**

Town of Fremont Sewer Rates

S01 inside City Sewer- **Minimum monthly service rate \$24.55**- Rate per 1,000 gallons of water \$12.88

S02 outside City Sewer-**Minimum monthly service rate \$45.88**-Rate per 1,000 gallons of water \$25.77

S04 School in Town (Fremont Stars)-**Minimum monthly service rate \$42.65**-Rate per 1,000 gallons of water \$30.93

S07 Eureka-Rate per 1,000 gallons of water \$12.88

S09 Schools (CBA & Norwayne)-**Minimum monthly service rate \$42.65**-Rate per 1,000 gallons of water \$30.93

S10 Airport (Northeast)-**Minimum monthly service rate \$42.65**-Rate per 1,000 gallons of water \$30.93

S11 Institution out of Town-**Minimum monthly service rate \$42.65**-Rate per 1,000 gallons of water \$30.93

S12 Manufacturing in Town-**Minimum monthly service rate \$42.65**-Rate per 1,000 gallons of water \$30.93

16.0 Electric Service

16.1 Town of Fremont

The Fremont Utilities Department provides the Town with electric power service. The Town is a member of ElectriCities, a North Carolina consortium of electric-distributor municipalities, and purchases wholesale electricity from Duke Energy Progress Corporation; the Town also contracts with Duke Power to provide maintenance services for their electric system

16.2 ElectriCities

ElectriCities is a not-for-profit membership organization of municipally-owned electric utilities spread across NC, SC, and VA. They advocate for public power communities at state and federal levels to provide several administrative, technical, legal, and legislative services to support their members. ElectriCities provides local control that allows communities to prioritize local needs. ElectriCities established a system in Fremont, NC, with over 700 customers. They also provide electricity to 500 customers in Pikeville.

17. Storm Drainage

17.1 General Drainage

In 2020, Fremont Received money from the Golden Leaf Foundation (GLF) and the Federal Emergency Management Administration (FEMA) for storm drainage improvements. This money was needed to fix the drainage issues the Town was having. Roads were being closed due to high water levels and flooded yards. The gold leaf foundation's money was used to clean and restore the Town's ditches and enlarge several culverts. The improvements reduced the amount of urban flooding during hurricanes and heavy rain events.

17.2 Problem Areas

Fremont, NC, has been labeled a high priority for Stormwater assessment and repair by Wayne County in their "Hurricane Matthew Resilient Redevelopment Plan- 2017". The Homes on the Southside of Fremont experienced flooding issues after hurricane Matthew. Norwayne School road has been a concern regarding flooding during rainfall events. Fremont's public assistance claims make up 49% of all public assistance claims in Wayne County. Some of the claims have included wet wells sinking due to flooding and being undersized for their needs, and the wastewater lagoons beginning to leak. Fremont has also had issues with its Stormwater infrastructure, as the undersized drains needed to be upgraded.

17.3 Flooding/Floodplains

Fremont is located in the Neuse River basin. The majority of the Town is within Flood zone "X, " an area with minimal flood hazards. 0.17 mi² of the Town is in flood zone "AE" which has a 1% chance of flood hazard conditions. Because of these flood zones, the Town is part of the National Flood Insurance Program. The Town of Fremont enforces a flood damage prevention ordinance that states that the Town adheres to the Wayne County Flood damage prevention ordinance. The Town of Fremont also adheres to the 'County of Wayne, North Carolina Multi-Jurisdiction Hazard Mitigation plan.' The plan identifies and analyzes major hazards that threaten the community, assesses local capabilities to implement various mitigation programs and policies, and identifies and prioritizes feasible mitigation options. According to the County of Wayne, North Carolina Multi-Jurisdictional hazard mitigation Plan, Fremont is at low risk for natural hazards such as floods, winter storms, wildfires, dam failures, and drought. Fremont has a moderate risk of hurricanes and thunderstorms and is at high risk of Tornados. A map of Fremont's flood zones can be seen in *Appendix B: Map 5- Floodplain Map*.

17.4 Hydrology

The Town of Fremont is part of the Neuse river basin and has many small streams and bodies of water. Streams in Fremont include Aycock Swamp, Wolf Branch, Mill Branch, Burnt Swamp, and Bass Swamp. Bodies of water in Fremont include ponds and lagoons. A map of Fremont's Hydrology can be seen in *Appendix B: Map 5- Hydrology map*.

17.5 Wetlands

Fremont also has wetlands and riverine. These can be found using the US Fish and Wildlife Wetlands Mapper. Wetlands serve as important habitats for many plants, animals, and other wildlife. Fremont has Freshwater Forested/Shrub Wetlands, Freshwater Emergent Wetlands, freshwater Ponds, and riverine. A map of Fremont's wetlands is in *Appendix B: Map 7- Wetlands Map*.

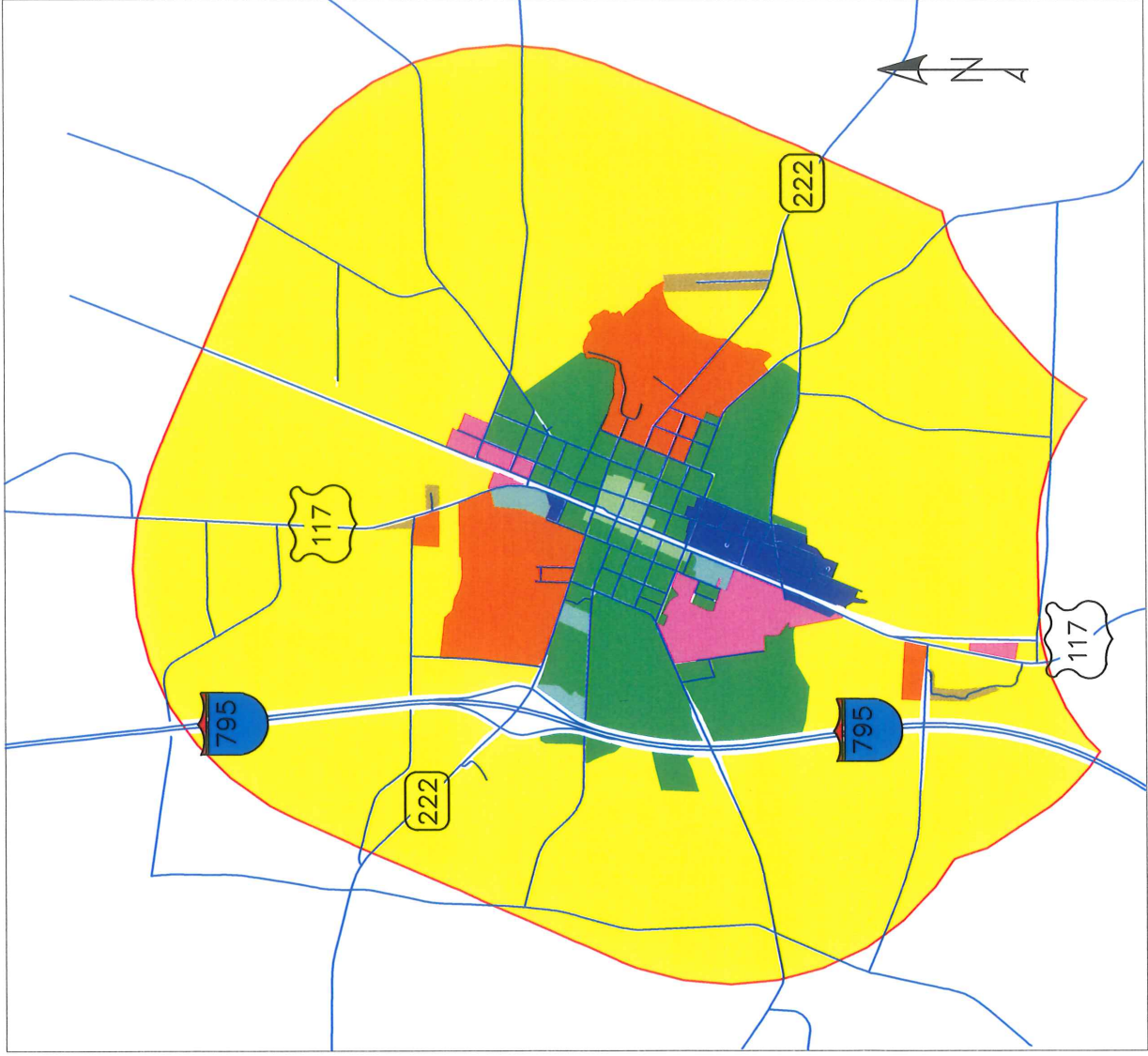
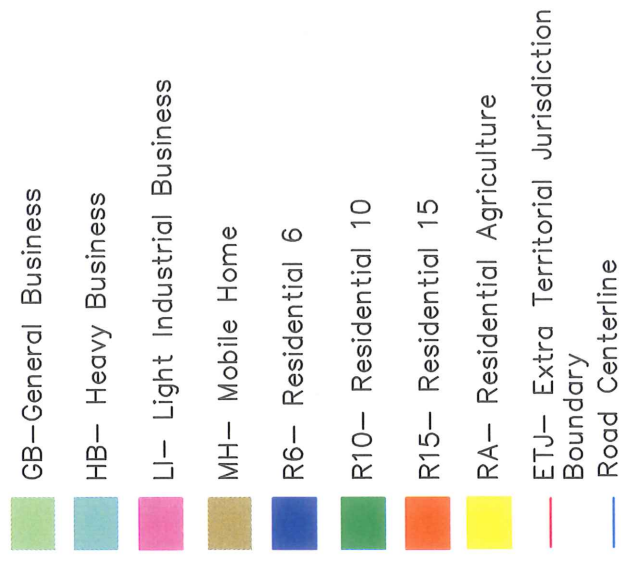
17.6 Soils

Fremont consists of 38 types of soils. While some soils are suitable for development, some have development limitations. Most of Fremont's developed city/downtown area has the soil type Exum very fine sandy loam (Ex). Ex is moderately well drained with low runoff. It has no frequency of flooding or ponding. The land capability classification of Ex is 2w which means that the soil has moderate limitations that reduce the choice of plants or require moderate conservation practices. Water is the dominant hazard or limitation affecting its use. The soils can be seen in *Appendix B: Map 8- Soils map*.

Appendix B: Maps

1.0 Current Zoning Map

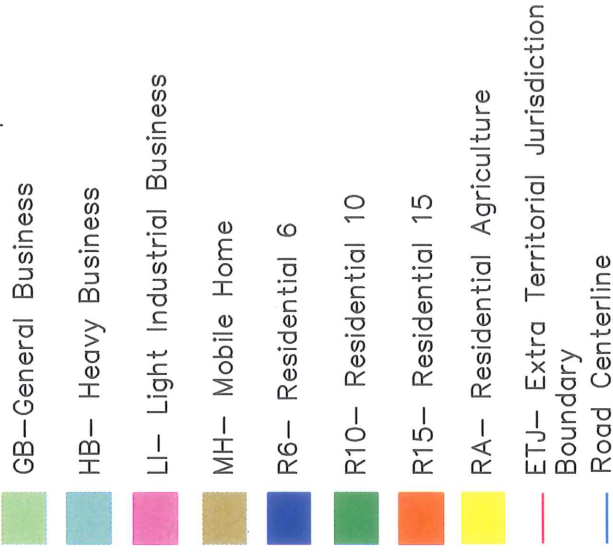
Fremont, NC Current Land Use Map



Map By: Municipal Engineering, Inc.

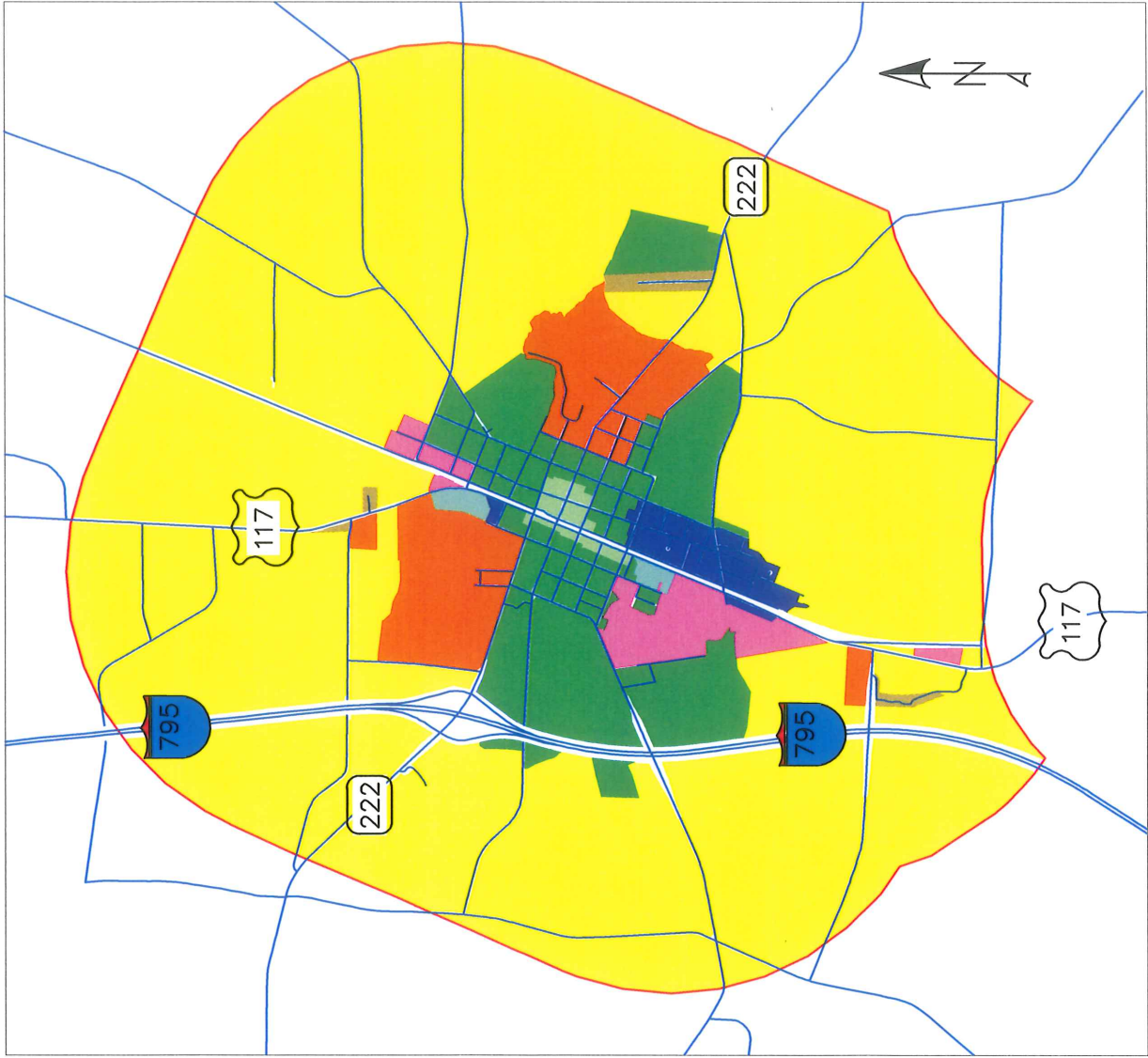
2.0 Future Land Use Map

Fremont, NC Future Land Use Map



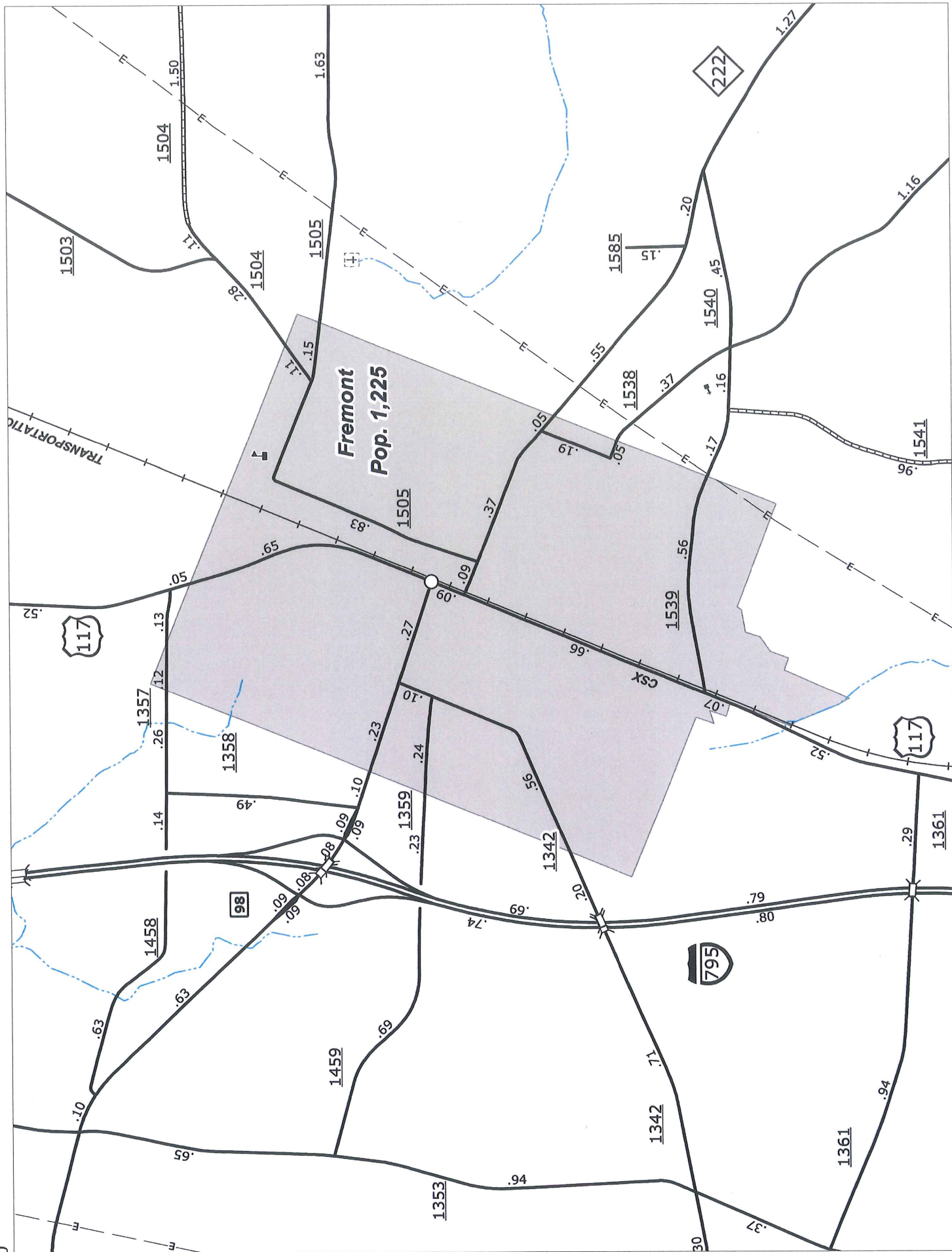
Specific Focus Areas

- ① I-795/ NC HWY 222 Interchange
Zone HB to R10
- ② Annexation
Zone RA to R10
- ③ NC HWY 117 Corridor
Zone RA to LI
- ④ Downtown Business District
- ⑤ NC HWY 222 Corridor
- ⑥ ETJ



Map By: Municipal Engineering, Inc.

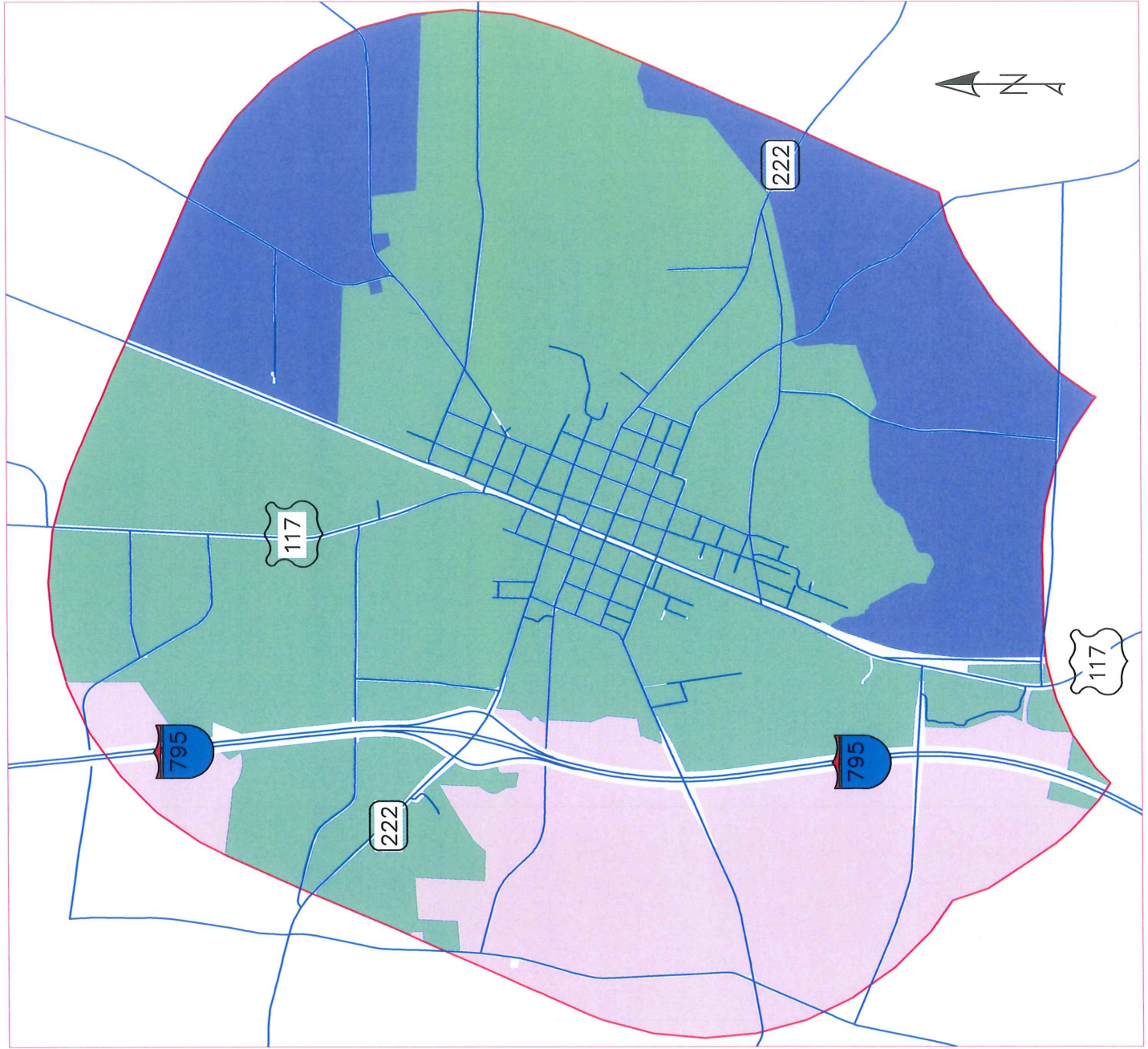
3.0 Fremont Vicinity Map



4.0 Water Districts Map

Town of Fremont Water Service Districts

- Fremont
- Northwestern Wayne
- Belfast—Patetown
- Roads
- ETJ Boundary







Map By: Municipal Engineering, Inc.

5.0 Floodplain Map

Town Of Fremont

Flood Zone Map

-  Zone AE, 1% Annual Chance Flood Hazard
-  Zone X
-  Centerline of Stream
-  Roads



Map Produced By:
Municipal Engineering, Inc.

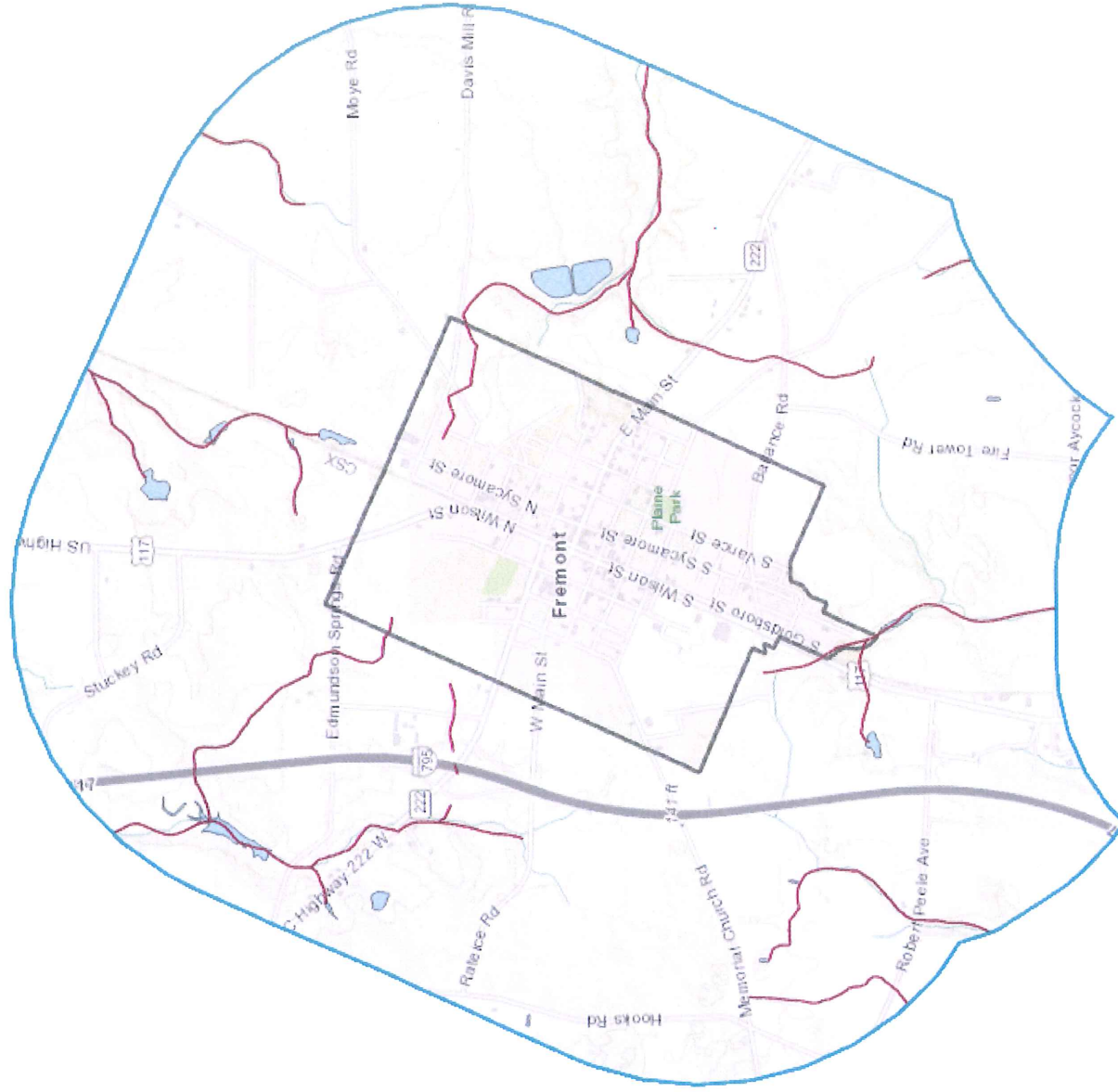
6.0 Hydrology Map

Town Of Fremont

Hydrology

Map

-  Rivers and Streams
-  Ponds and Lagoons



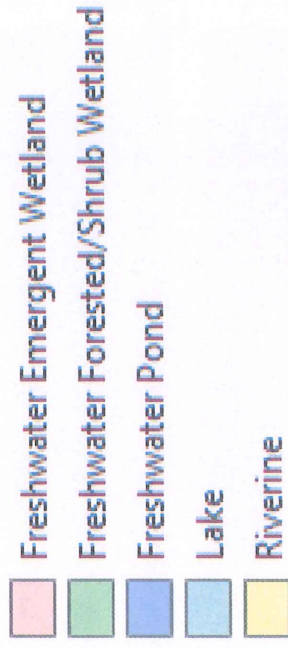
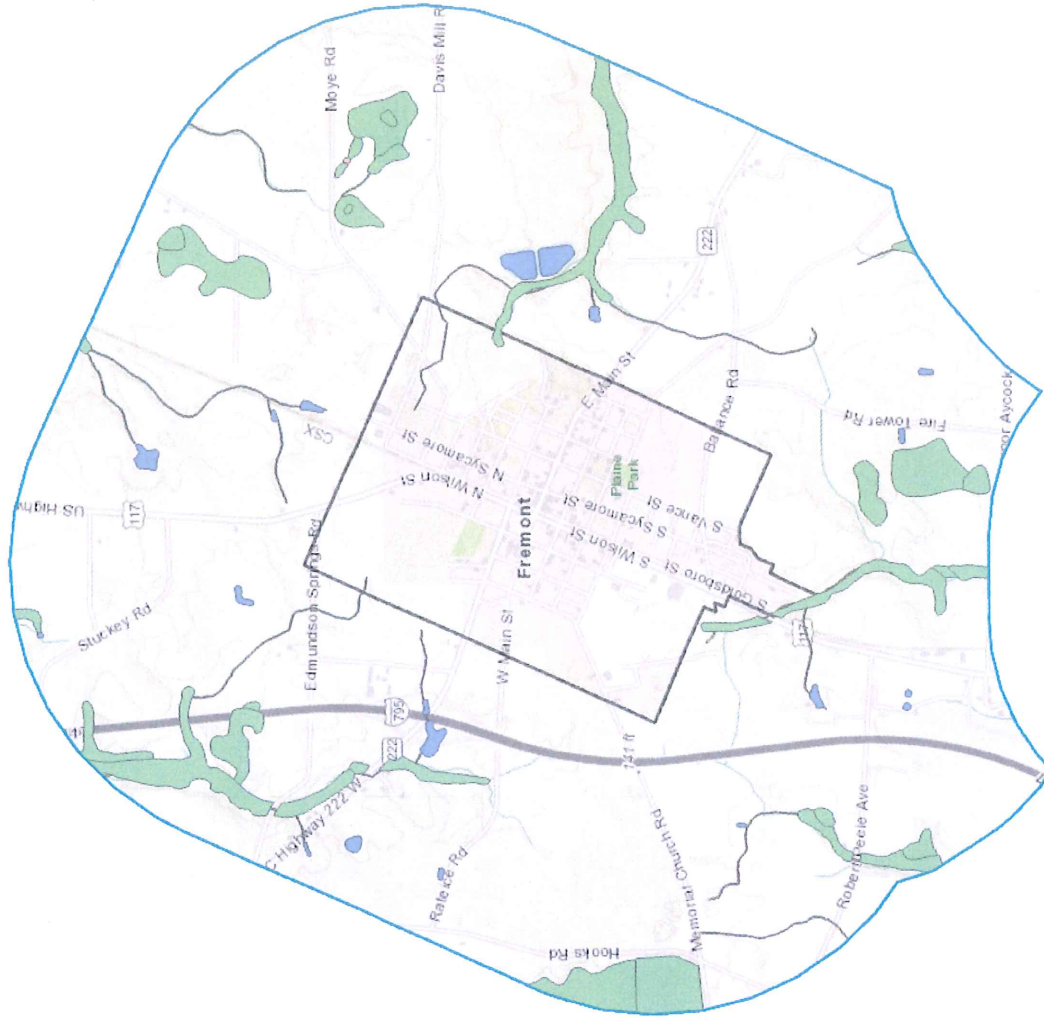
Map Produced By:
Municipal
Engineering, Inc.

7.0 Wetlands Map

Town Of Fremont

Wetlands

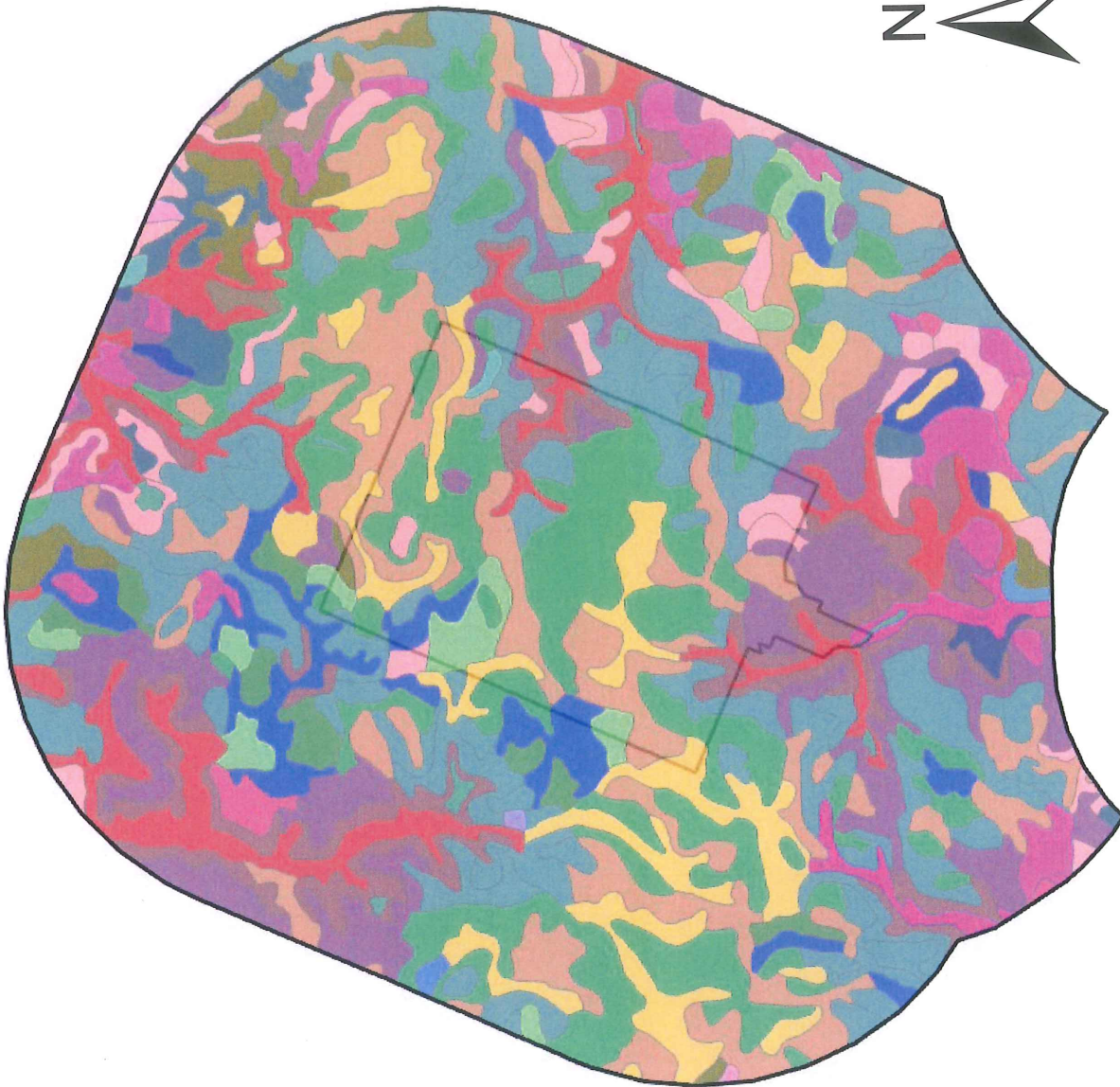
Map



Map Produced By:
Municipal Engineering, Inc.

8.0 Soils Map

Town Of Fremont Soils Map



| | |
|-------------|------------|
| Aycock | Lumbee |
| Barclay | Lynchburg |
| Bibb | Myatt |
| Chewacla | Nahunta |
| Coxville | Nixonton |
| Dragston | Norfolk |
| Exum | Orangeburg |
| Goldsboro | Pamlico |
| Gritney | Pantego |
| Johns | Pits |
| Johnston | Rains |
| Kalmia | Rimini |
| Kenansville | Torhunta |
| Kinston | Troup |
| Lakeland | Wagram |
| Leaf | Water |
| Leon | Wickham |
| Liddell | Winton |
| Lucy | Woodington |

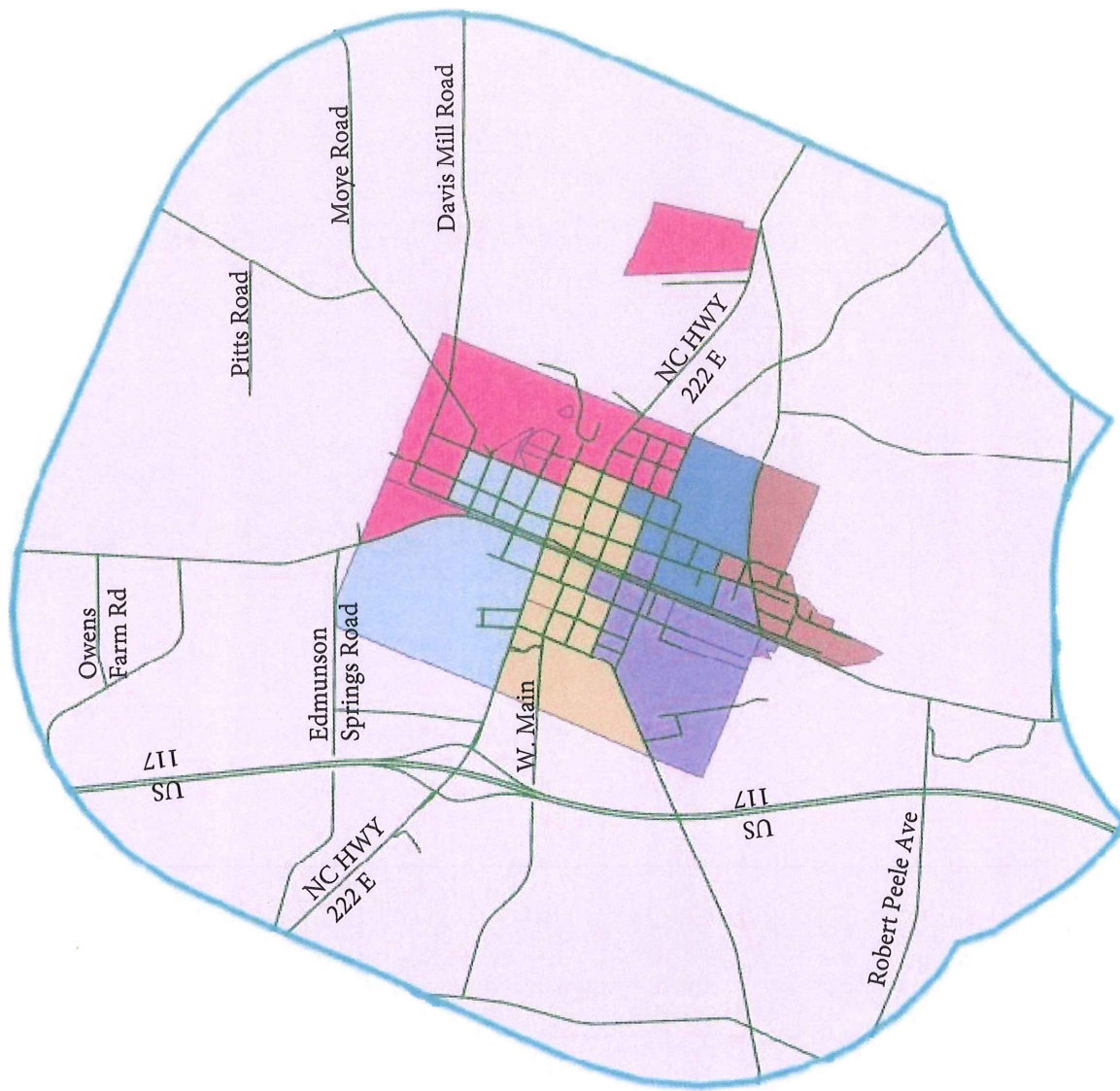


Map Produced By:
Municipal Engineering, Inc.

9.0 Election Map

Town Of Fremont

Proposed Election map



- District 1
- District 2
- District 3
- District 4
- District 5
- District 6
- Extra Territorial Jurisdiction
- Roads



Map Produced By:
Municipal Engineering, Inc.